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OFFICIAL RECORDS
OF THE
UNION AND CONFEDERATE NAVIES
IN THE
WAR OF THE REBELLION.

PUBLISHED UNDER THE DIRECTION OF
The Hon. JOSEPHUS DANIELS, Secretary of the Navy,
BY
MR. CHARLES W. STEWART,
Superintendent Library and Naval War Records.

BY AUTHORITY OF AN ACT OF CONGRESS APPROVED JULY 31, 1894.

SERIES I—VOLUME 26.
NAVAL FORCES ON WESTERN WATERS
FROM MARCH 1 TO DECEMBER 31, 1864.

A.288735



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P R E F A C E .

The work of preparing for publication the Official Records of the Union and Confederate Navies, which was begun July 7, 1884, was organized under the superintendency of Professor J. R. Soley, U. S. Navy, at that time librarian of the Navy Department, afterwards Assistant Secretary of the Navy.

In August, 1890, the work of collecting these records and their classification was ably continued by his successor, Lieutenant-Commander F. M. Wise, U. S. Navy, who, having received orders to sea, was relieved by Lieutenant-Commander Richard Rush, U. S. Navy, in May, 1893.

The long-delayed publication was finally authorized by act of Congress approved July 31, 1894, and begun by Mr. Rush. The first five volumes were published under his efficient administration, and the important duty of organizing the office for the distribution of these volumes was accomplished.

In March, 1897, Mr. Rush, having been ordered to sea, was succeeded by Professor Edward K. Rawson, U. S. Navy, as superintendent, under whose able administration volumes 6-14 were published. Professor Rawson was detached and ordered to the U. S. Naval Academy September 20, 1902, and was succeeded by Mr. Charles W. Stewart.

No change is contemplated at present in the outline of the plan of publication as approved by the Department. This plan includes only the use of such material as may be certified to be contemporaneous naval records of the war, which is divided into three series, in the following order of arrangement:

I. The first series embraces the reports, orders, and correspondence, both Union and Confederate, relating to all naval operations on the Atlantic and Gulf coasts and inland waters of the United States during the war of the rebellion, together with the operations of vessels acting singly, either as cruisers or privateers, in different parts of the world. These reports are accompanied by occasional maps and diagrams.

In this series the papers are arranged according to squadrons and flotillas, chronologically; and, as far as possible, the Union reports of any events are immediately followed by the Confederate reports.

II. The second series embraces the reports, orders, and correspondence relating to—

1. The condition of the Union Navy in 1861, before the commencement of hostilities, and to its increase during the progress of the war, including the annual and special reports of the Secretary of the Navy and chiefs of the various bureaus.

2. The construction and outfit of the Confederate Navy, including privateers, setting forth also the annual and special reports of the Confederate Secretary of the Navy and chiefs of bureaus.

3. Statistical data of all vessels, Union and Confederate, as far as can be obtained.

4. Returns of naval and military property captured by the navies of both sides during the war.

5. Correspondence relating to naval prisoners.

This series is also arranged chronologically in each of the above sections as far as practicable.

III. The third series embraces all reports, orders, correspondence, and returns of the Union and Confederate authorities not specially relating to the matter of the first and second series.

It is the intention of the Department to introduce throughout the volumes of the different series illustrations of each class or type of vessels referred to, in order to preserve the identity of these ships as they actually appeared during the war. These cuts have been reproduced either from photographs of the vessels themselves or from the carefully prepared drawings made from official sources.

Much difficulty has been found in collecting the records, for, while the official reports of commanders of fleets and of vessels acting singly are on file in the Navy Department, it is found that the correspondence between flag-officers and their subordinates is frequently missing. Without this squadron correspondence the historical value of the work would necessarily be impaired, and the Department therefore has spared no pains to secure the letter books and papers of the chief actors on both sides. These papers have for the most part been obtained, and they have been copiously used in the compilation of the work. The reports of the Union commanders are full and fairly complete. It is to be regretted, however, that the Confederate records are not equally complete, due to the great difficulty found in collecting them, and also to the fact that a large part of the archives of the Confederate Navy Department was burned at the close of the war. Frequent careful searches throughout various parts of the country, conducted by a special agent of the Department, have brought to light many duplicates of these papers, found among the personal files of participants. It is hoped that the publication will revive the interest of participants in the events referred to, and lead

them to bring to the notice of the Department the whereabouts of any papers bearing upon naval operations in the civil war of which they may have knowledge.

The twenty-fifth volume of the records (Series I, vol. 25), which has recently been published by the Department, gives the operations of the Naval Forces on Western Waters from May 18, 1863, to February 29, 1864. The present volume (Series I, vol. 26) gives the operations of the Naval Forces on Western Waters from March 1 to December 31, 1864.

The reports and correspondence are placed chronologically, with a distinct heading for every paper. In the record of events in which both sides took part the Confederate reports (where they could be obtained) immediately follow the Union reports, while the miscellaneous Confederate correspondence is placed at the end of the volume. Reference to the table of contents will show the context of these Confederate papers. It is believed that the chronological arrangement of the records, in connection with the full and complete index to each volume, will afford ample means of reference to its contents without other subdivision or classification. In reports of special or single events, in which the papers bear specific relation to those events, the chronological order has been somewhat modified, and such documents have been placed together in the compilation.

CHARLES W. STEWART,
Compiler.

NAVY DEPARTMENT,
Washington, D. C., March, 1914.

NOTE.—The following is an extract from the law governing the distribution of the sets comprising the publication (act of Congress approved July 31, 1904):

* * * Of said number, six thousand eight hundred and forty copies shall be for the use of the House of Representatives, two thousand one hundred and twelve copies for the use of the Senate, and one thousand and forty-eight copies for the use of the Navy Department and for distribution by the Secretary of the Navy among officers of the Navy and contributors to the work. The quotas herein authorized of said publication for the Senate and House of Representatives shall be sent by the Secretary of the Navy to such libraries, organizations, and individuals as may be designated by the Senators, Representatives, and Delegates of the Fifty-third Congress, it being the purpose of this distribution herein provided for to place these records in public libraries, and with permanent organizations having libraries, so far as such libraries may exist in the several States and Territories. Each Senator shall designate not exceeding twenty-four and each Representative and Delegate not exceeding nineteen of such addresses, and the volumes shall be sent thereto from time to time, as they are published, until the publication is completed; and all sets that may not be ordered to be distributed as provided herein shall be sold by the Secretary of the Navy for cost of publication, with ten per centum added thereto, and the proceeds of such sale shall be covered

into the Treasury. If two or more sets of said volumes are ordered to the same address, the Secretary of the Navy shall inform the Senators, Representatives, or Delegates who have designated the same, who thereupon may designate other libraries, organizations, or individuals. The Secretary of the Navy shall inform distributees at whose instance the volumes are sent.

The following joint resolution regarding the distribution of the work was approved January 30, 1896:

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Navy be, and he is hereby, authorized and directed to send the undistributed copies of the Official Records of the War of the Rebellion, both of the Union and of the Confederate navies, to such libraries, organizations, and individuals as may be designated before the meeting of the next Congress by the Representatives in the Fifty-fourth Congress of the districts whose Representatives in the Fifty-third Congress failed to designate the distributees of their quota of said Official Records or any part thereof, as authorized by the act of Congress approved July thirty-first, eighteen hundred and ninety-four, and the joint resolution approved March second, eighteen hundred and ninety-five, to the extent and in the manner and form provided in said act.

The following is an extract from the act of Congress of May 28, 1896, which increased the edition from 10,000 to 11,000 copies:

* * * For printing, binding, and wrapping one thousand additional copies of series one, volumes one, two, three, and four, for supplying officers of the Navy who have not received the work, two thousand four hundred dollars.

ORDER OF COMPILATION OF NAVAL WAR RECORDS.

SERIES I.

1. Operations of the cruisers, 1861-1865.

Union cruisers.

West India (Flying) Squadron, under Acting Rear-Admiral Wilkes, U. S. N., 1862-1863.

West India (Flying) Squadron, under Acting Rear-Admiral Lardner, U. S. N., 1863-1864.

Confederate cruisers and privateers.

2. Operations in the Gulf of Mexico, January to June 7, 1861

Surrender of the Pensacola Navy Yard.

Cooperation of the Navy in the relief of Fort Pickens.

3. Operations on the Atlantic Coast, January to May 13, 1861.

Cooperation of the Navy in the attempts to relieve Fort Sumter.

Abandonment and destruction of the Norfolk Navy Yard.

Home Squadron, under Flag-Officer Pendergrast, U. S. N.

4. Operations on the Potomac and Rappahannock Rivers, 1861-1865.

Potomac Flotilla, under Commander Ward, U. S. N., 1861.

Potomac Flotilla, under Captain Craven, U. S. N., 1861.

Potomac Flotilla, under Lieutenant Wyman, U. S. N., 1861-1862.

Potomac Flotilla, under Commodore Harwood, U. S. N., 1862-1863.

Potomac Flotilla, under Commander Parker, U. S. N., 1863-1865.

5. Atlantic Blockading Squadrons, 1861-1865.

Atlantic Blockading Squadron, under Flag-Officer Stringham, U. S. N., May 13 to Sept. 23, 1861.

West India Squadron, under Flag-Officer Pendergrast, U. S. N., 1861.

Naval Defenses of Virginia and North Carolina, under Flag-Officer Barron, C. S. N.

Atlantic Blockading Squadron, under Flag-Officer Goldsborough, U. S. N., 1861.

North Atlantic Blockading Squadron, under Rear-Admiral Goldsborough, U. S. N., 1861-1862.

Naval Defenses of Virginia and North Carolina, under Flag-Officer Lynch, C. S. N.

James River Squadron, under Flag-Officer Buchanan, C. S. N.

James River Squadron, under Flag-Officer Tattall, C. S. N.

James River Flotilla, under Commodore Wilkes, U. S. N., 1862.

North Atlantic Blockading Squadron, under Acting Rear-Admiral Lee, U. S. N., 1862-1864.

James River Squadron, under Flag-Officers Forrest and Mitchell, C. S. N.

*Naval Defenses Inland Waters of North Carolina, under Commander Pinkney, C. S. N.

*Naval Defenses Cape Fear River, North Carolina, under Flag-Officer Lynch, C. S. N.

North Atlantic Blockading Squadron, under Rear-Admiral Porter, U. S. N., 1864-1865.

James River Squadron, under Flag-Officers Mitchell and Semmes, C. S. N.

*Naval Defenses Cape Fear River, North Carolina, under Flag-Officer Pinkney, C. S. N.

North Atlantic Blockading Squadron, under Acting Rear-Admiral Radford, U. S. N., 1865.

South Atlantic Blockading Squadron, under Rear-Admiral Du Pont, U. S. N., 1861-1863.

*Naval Defenses of South Carolina and Georgia, under Flag-Officer Tattall, C. S. N.

*Naval Defenses of Charleston Harbor, South Carolina, under Flag-Officer Ingraham, C. S. N.

South Atlantic Blockading Squadron, under Rear-Admiral Dahlgren, U. S. N., 1863-1865.

*Naval Defenses of Charleston Harbor, South Carolina, under Flag-Officer Tucker, C. S. N.

Naval Defenses of Savannah, Ga., under Flag-Officers Hunter and Tattall, C. S. N.

*The Confederate material under this head is very scant. It is therefore hoped that those who have any Confederate naval documents upon the subject will communicate with the Office of Naval War Records, Navy Department, Washington, D. C.

6. Gulf Blockading Squadrons, 1861-1865.

- Gulf Blockading Squadron, under Flag-Officer Mervine, U. S. N., 1861.
 Gulf Blockading Squadron, under Flag-Officer McKean, U. S. N., 1861-1862.
 *Mississippi River Defenses, under Flag-Officer Hollins, C. S. N.
 East Gulf Blockading Squadron, under Flag-Officer McKean, U. S. N., 1862.
 East Gulf Blockading Squadron, under Acting Rear-Admiral Lardner, U. S. N., 1862.
 East Gulf Blockading Squadron, under Acting Rear-Admiral Bailey, U. S. N., 1862-1864.
 East Gulf Blockading Squadron, under Captain Greene, U. S. N., 1864.
 East Gulf Blockading Squadron, under Acting Rear-Admiral Stribling, U. S. N., 1864-1865.
 West Gulf Blockading Squadron, under Flag-Officer Farragut, U. S. N., 1862-1863.
 Mortar Flotilla, under Commander Porter, U. S. N., 1862.
 Lower Mississippi River Defenses, under Commander J. K. Mitchell, C. S. N., 1862.
 *Mobile Defenses, under Flag-Officer Randolph, C. S. N.
 Trans-Mississippi Marine Department, under Major Leon Smith, C. S. A.
 West Gulf Blockading Squadron, under Commodore Bell, U. S. N. (ad interim), 1863.
 West Gulf Blockading Squadron, under Rear-Admiral Farragut, U. S. N., 1864.
 *Mobile Defenses, under Admiral Buchanan, C. S. N.
 West Gulf Blockading Squadron, under Commodore Palmer, U. S. N., 1864-1865.
 West Gulf Blockading Squadron, under Acting Rear-Admiral Thatcher, U. S. N., 1865.
 *Mobile Defenses, under Flag-Officer Farrand, C. S. N.

7. Operations on the Western Rivers, 1861-1865.

- Naval Forces on Western Waters, under Commander Rodgers, U. S. N., 1861.
 Naval Forces on Western Waters, under Flag-Officer Foote, U. S. N., 1861-1862.
 *Mississippi River Defenses, under Flag-Officer Hollins, C. S. N.
 Naval Forces on Western Waters, under Flag-Officer Davis, U. S. N., 1862.
 *Mississippi River Defense Fleet, under Captain Montgomery, C. S. A.
 *Mississippi River Defenses, under Commander R. F. Pinkney, C. S. N.
 *Mississippi River Defenses, under Flag-Officer Lynch, C. S. N.
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 Mississippi Squadron, under Acting Rear-Admiral Lee, U. S. N., 1864-1865.
 *Naval Defenses of Red River, Louisiana, under Lieutenant J. H. Carter, C. S. N.

UNITED STATES VESSELS OF WAR SERVING IN THE MISSISSIPPI SQUADRON
 MARCH 1 TO DECEMBER 31, 1864.

Name.	Rate.	Tonnage.	Class.	Guns.
Abraham.....	Fourth.....	800	Inspection boat.....	0
Alexandria.....	Fourth.....	60	Paddle-wheel steamer.....	2
Alfred Robb.....	Fourth.....	86	do.....	4
Argosy.....	Fourth.....	219	do.....	8
Avenger.....	Fourth.....	750	Ram.....	6
Benefit.....	Fourth.....	52	Naval transport.....	2
Benton.....	Fourth.....	1,033	Ironclad.....	16
Black Hawk.....	Third.....	902	Side-wheel steamer.....	16
Brilliant.....	Fourth.....	226	Stern-wheel steamer.....	8
Carondelet.....	Fourth.....	512	Ironclad.....	11
Champion.....	Fourth.....	115	Paddle-wheel steamer.....	5
Chickasaw.....	Fourth.....	970	Ironclad.....	4
Chillicothe.....	Fourth.....	203	do.....	3
Choctaw.....	Third.....	1,004	Slide-wheel steamer.....	8
Cincinnati.....	Fourth.....	512	Ironclad.....	13
Covington.....	Fourth.....	224	Paddle-wheel steamer.....	8
Crocket.....	Fourth.....	156	do.....	7
Carlew.....	Fourth.....	196	do.....	8
Dahlia.....	Fourth.....	60	Paddle-wheel steamer (tug).....	0
Eastport.....	Third.....	800	Ironclad.....	8
Elfin ¹	Fourth.....	614	Ironclad.....	12
Essex.....	Fourth.....	211	Paddle-wheel steamer.....	7
Exchange.....	Fourth.....	156	do.....	8
Fairplay.....	Fourth.....	173	do.....	8
Fairy ²	Fourth.....	174	do.....	7
Fawn.....	Fourth.....	50	Screw steamer (tug).....	0
Fern.....	Fourth.....	260	Stern-wheel steamer.....	8
Forest Rosa.....	Fourth.....	286	Paddle-wheel steamer.....	7
Fort Hindman.....	Fourth.....	117	do.....	6
Gazelle.....	Fourth.....			

* The Confederate material under this head is very scant. It is therefore hoped that those who have any Confederate naval documents upon the subject will communicate with the Office of Naval War Records, Navy Department, Washington, D. C.

¹ Formerly W. C. Mann.

² Formerly Maria.

U. S. VESSELS OF WAR IN MISSISSIPPI SQUADRON. XVII

UNITED STATES VESSELS OF WAR SERVING IN THE MISSISSIPPI SQUADRON
MARCH 1 TO DECEMBER 31, 1864—Continued.

Name.	Rate.	Tonnage.	Class.	Guns.
General Bragg	Fourth	950	Side-wheel steamer	2
General Burnside	Fourth	201	Paddle-wheel steamer	5
General Grant	Fourth	204	do	5
General Lyon	Fourth	468	do	3
General Pillow	Fourth	38	Side-wheel steamer	2
General Price	Fourth	38	do	4
General Sherman	Fourth	187	Paddle-wheel steamer	5
General Thomas	Fourth	184	do	5
Grampus	Fourth	300	Receiving ship	0
Great Western	Fourth	800	do	3
Hastings	Fourth	293	Paddle-wheel steamer	8
Huntress	Fourth	138	do	6
Hyacinth	Fourth	50	Paddle-wheel steamer (tug)	0
Ivy	Fourth	50	Screw steamer (tug)	0
Judge Torrence	Fourth	700	Side-wheel steamer	2
Juliet	Fourth	157	Stern-wheel steamer	6
Kenwood	Fourth	232	Paddle-wheel steamer	6
Key West	Fourth	207	do	9
Kickapoo ¹	Third	970	Ironclad	4
Lafayette	Third	1,000	Paddle-wheel steamer	10
Lexington	Fourth	448	Side-wheel steamer	7
Linden	Fourth	177	Paddle-wheel steamer	6
Little Rebel	Fourth	161	Screw steamer (ram)	4
Louisville	Third	627	Ironclad	13
Marmora	Fourth	207	Stern-wheel steamer	8
Milwaukee ¹	Third	970	Ironclad	4
Moose	Fourth	189	Paddle-wheel steamer	10
Mound City	Third	512	Ironclad	14
Naiad ²	Fourth	185	Paddle-wheel steamer	8
Naumkeag	Fourth	250	do	6
Neosho	Fourth	523	Ironclad	4
New Era	Fourth	157	Stern-wheel steamer	6
New National	Fourth	379	Paddle-wheel steamer	1
Nymph	Fourth	171	do	8
Osage	Fourth	523	Ironclad	2
Ouachita	Fourth	720	Paddle-wheel steamer	39
Ozark	Fourth	578	Ironclad	7
Pansy	Fourth	50	Paddle-wheel steamer (tug)	0
Paw Paw	Fourth	175	do	8
Peosta	Fourth	233	do	14
Peri ³	Fourth	159	do	8
Petrel	Fourth	226	do	8
Pittsburg	Third	512	Ironclad	14
Prairie Bird	Fourth	171	Paddle-wheel steamer	8
Queen City	Fourth	212	do	9
Rattler	Fourth	166	do	6
Red Rover	Fourth	787	Side-wheel steamer	1
Reindeer	Fourth	212	Paddle-wheel steamer	6
Robb ⁴				
Romeo	Fourth	175	Stern-wheel steamer	6
St. Clair	Fourth	203	do	8
Sibyl ⁵	Fourth	176	Paddle-wheel steamer	8
Signal	Fourth	190	Stern-wheel steamer	6
Silver Cloud	Fourth	236	Paddle-wheel steamer	6
Silver Lake	Fourth	212	Stern-wheel steamer	6
Siren ⁶	Fourth	232	Paddle-wheel steamer	8
Springfield	Fourth	146	do	6
Tawah	Fourth	108	do	8
Tensas	Fourth	150	do	2
Thistle	Fourth	50	Paddle-wheel steamer (tug)	0
Tusculum	Fourth	665	Ironclad	5
Tyler	Fourth	575	Side-wheel steamer	14
Undine				8
Victory	Fourth	160	Paddle-wheel steamer	6
Vindicator	Third	750	Ram	13
Volunteer	Fourth	209	Side-wheel steamer	5
Wm. H. Brown	Fourth	235	Paddle-wheel steamer	2
Winnebago	Fourth	970	Ironclad	4

¹ Transferred to West Gulf Squadron.

² Formerly Princess.

³ Formerly Reindeer.

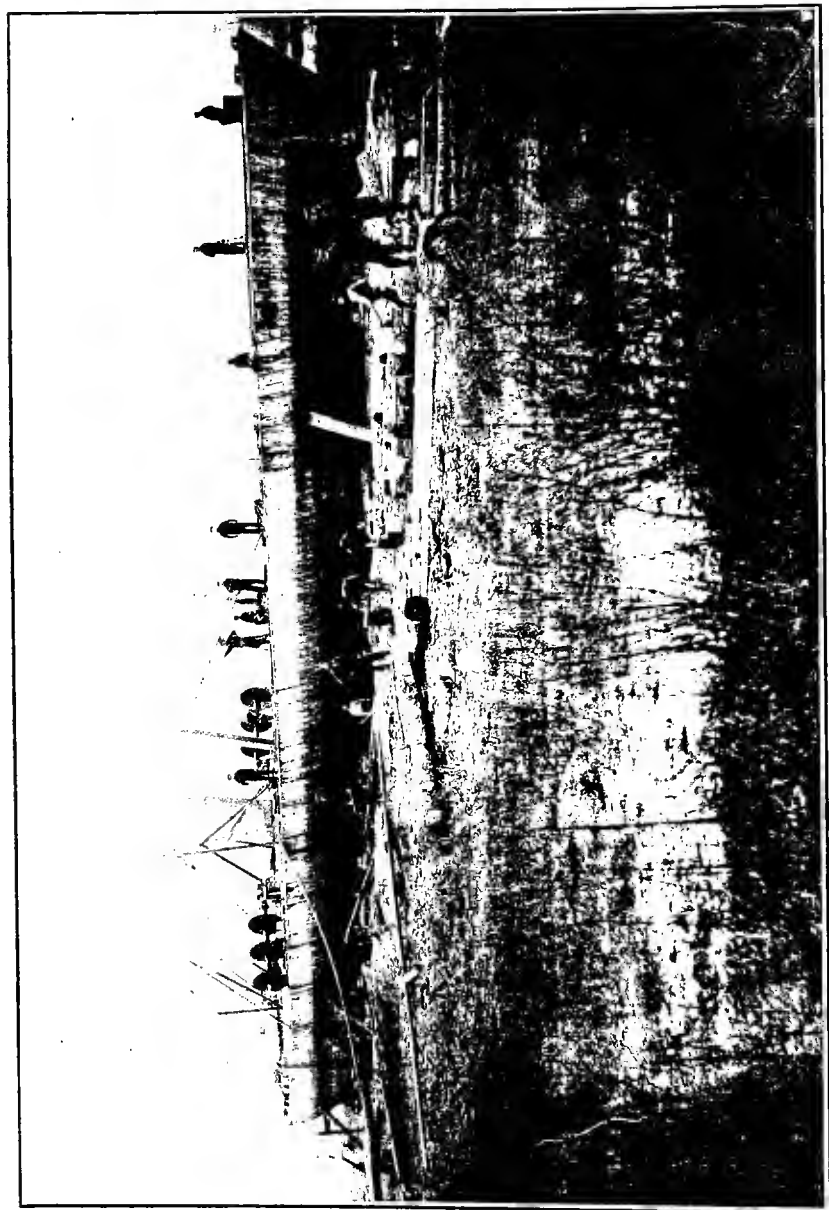
⁴ See Alfred Robb.

⁵ Formerly Hartford.

⁶ Formerly White Rose.

1864.

MARCH.							AUGUST.						
Sun.	M.	T.	W.	T.	F.	Sat.	Sun.	M.	T.	W.	T.	F.	Sat.
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6	7	8	9	10	11	12	7	8	9	10	11	12	13
13	14	15	16	17	18	19	14	15	16	17	18	19	20
20	21	22	23	24	25	26	21	22	23	24	25	26	27
27	28	29	30	31	--	--	28	29	30	31	--	--	--
APRIL.							SEPTEMBER.						
--	--	--	--	--	1	2	--	--	--	--	1	2	3
3	4	5	6	7	8	9	4	5	6	7	8	9	10
10	11	12	13	14	15	16	11	12	13	14	15	16	17
17	18	19	20	21	22	23	18	19	20	21	22	23	24
24	25	26	27	28	29	30	25	26	27	28	29	30	--
MAY.							OCTOBER.						
1	2	3	4	5	6	7	--	--	--	--	--	--	1
8	9	10	11	12	13	14	2	3	4	5	6	7	8
15	16	17	18	19	20	21	9	10	11	12	13	14	15
22	23	24	25	26	27	28	16	17	18	19	20	21	22
29	30	31	--	--	--	--	23	24	25	26	27	28	29
--	--	--	--	--	--	--	30	31	--	--	--	--	--
JUNE.							NOVEMBER.						
--	--	--	1	2	3	4	--	--	1	2	3	4	5
5	6	7	8	9	10	11	6	7	8	9	10	11	12
12	13	14	15	16	17	18	13	14	15	16	17	18	19
19	20	21	22	23	24	25	20	21	22	23	24	25	26
26	27	28	29	30	--	--	27	28	29	30	--	--	--
JULY.							DECEMBER.						
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3	4	5	6	7	8	9	4	5	6	7	8	9	10
10	11	12	13	14	15	16	11	12	13	14	15	16	17
17	18	19	20	21	22	23	18	19	20	21	22	23	24
24	25	26	27	28	29	30	25	26	27	28	29	30	31
31	--	--	--	--	--	--	--	--	--	--	--	--	--



WRECK OF UNITED STATES STEAMER INDIANOLA.

NAVAL FORCES ON WESTERN WATERS.

FROM MARCH 1 TO DECEMBER 31, 1864.

NAVAL FORCES ON WESTERN WATERS.

FROM MARCH 1 TO DECEMBER 31, 1864.

Instructions from Lieutenant-Commander Greer, U. S. Navy, to Acting Volunteer Lieutenant Johnston, U. S. Navy, commanding U. S. S. Forest Rose, on assuming station at Grand Gulf.

U. S. S. BENTON,
Off Natchez, March 1, 1864.

SIR: You will proceed to Grand Gulf and relieve the *Pittsburg*. Obtain from Captain Hoel all the information he has about the people at and near that station; the manner in which I have directed him to deal with them; the names of the persons who furnish reliable intelligence, etc. The tug *Hyacinth* will be left with you. You will remain most of the time at Grand Gulf, and do not be absent at night. You can send the tug as far as Rodney, and, in your absence from Grand Gulf, leave her there, but always with an armed crew and in charge of an intelligent officer, one that fully knows the course to be pursued. Do not send her up [Big] Black River or go yourself. If the commanding officer of the vessel at Hurricane Island sends for the tug, let him have her.

You understand my views in regard to cotton speculators. The permits issued by the special agents of the Treasury to purchase and ship are, under the present interpretation of the law, authorized, and you will recognize them. You will, whenever you are called upon by Ralph S. Hart, in charge of the Natchez district, seize any vessel engaged in illicit trade or endeavoring to deprive the Treasury of its rights. You will not hesitate to use force if you find any opposition to the laws or refusal to obey the orders of the Treasury agent.

You will be careful not to come in collision with any of the Marine Brigade proper, but should they employ transports, and you are requested to seize them, do so. Any boat seized at the request of Judge Hart, you will send to him at Natchez.

I will state for your information and guidance that the above instructions are issued by Admiral Porter's directions. It is possible that there will be, ere long, a general order issued on the subject.

As you will be unable while stationed at Grand Gulf to come to Natchez for coal, you must be economical in the use of it. The admiral has directed a boat to come down occasionally, to supply the vessels at stations. Should you run short, you can stop any naval towboat and fill up, using as much dispatch as possible; giving the captain a receipt, stating that the exigencies of the service obliged you to detain him. Show this clause to him. I will relieve you, in such a case, of the responsibility of acting contrary to General Order

167. The *Curlew* is expected down soon. I wish her to come to Natchez immediately, and after coaling, I will send her to relieve you. You will leave the tug with her, filling her up with coal, and will explain fully the course you have been directed to pursue, giving her commander all the information you may have about the station of Grand Gulf. Upon being relieved, you will proceed to the beat between Rodney and 10 miles above Natchez. You will make frequent visits to Rodney, Waterproof, and Cole's Creek, but keep a sharp lookout on the Rodney people. Cruise actively, and come to Natchez when you need coal, making your stay there as short as possible. I intend to leave orders for the *Samson* to run up as far as Waterproof once a week, until the arrival of the *Curlew*. You will keep me advised of all movements of importance, and send your reports as usual.

I leave to you to post up fully the commanding officer of the *Curlew*, as he is probably not acquainted with all the new points that have arisen since his departure from the district.

If anything important occurs, report to the admiral at once, sending me the same information or a copy of your letter.

Have all your reports, etc., ready to send by dispatch or naval vessels.

Very respectfully, your obedient servant,

JAS. A. GREER,

Lieut. Comdr., Comdg. Benton and 4th Dist. Miss. Squadron.

Acting Volunteer Lieutenant J. V. JOHNSTON,

Commanding U. S. S. Forest Rose.

Instructions from Lieutenant-Commander Greer, U. S. Navy, to Acting Volunteer Lieutenant Irwin, U. S. Navy, commanding U. S. S. Judge Torrence, stationed at Natchez.

U. S. S. BENTON,

Off Natchez, March 1, 1864.

SIR: During the absence of the ironclads you will remain at Natchez and will pay every attention to the coal barges. You will place your pilot in charge of them, making him visit them twice a day. The tug *Fern* will be left with you; keep her at the barges at night. In case of an attack, you will cooperate to the best of your abilities with the army. Let me caution you to be very careful, should you have occasion, in firing over our troops; do not do it unless absolutely necessary. When the river rises sufficiently, keep the barges on the Louisiana side. You can drop down after our departure to the berth now occupied by this vessel. I have directed the officer commanding the *Samson*, until the arrival of the *Curlew* in this district, to make a trip of 36 miles once a week up the river. In her absence the shop will be left alongside of you, and you will have the food of any of the mechanics that are left in it prepared on board your vessel. You will send your pilot in the *Samson* on her trips.

Do not allow strangers to visit your vessel, and be very vigilant; say nothing about this order. Should Judge Hart, the special

Treasury agent, call upon you to seize or detain any transport at this point, you will do so, turning her over to him. You will also keep Mr. [S. G.] Trott, the postmaster, advised when our dispatch boats are going up the river, so as to get the United States mail to send up.

Very respectfully, your obedient servant,

JAS. A. GREER,

Lieut. Comdr., Comdg. Benton and 4th Dist. Miss. Squadron.

Acting Volunteer Lieutenant IRWIN,

Commanding U. S. S. Judge Torrence.

Order of Lieutenant-Commander Greer, U. S. Navy, to the commanding officer of the U. S. S. Samson, for weekly trips to Waterproof, La.

U. S. S. BENTON,

Off Natchez, March 1, 1864.

SIR: After the departure of the fleet from this place you will, until the arrival of the *Curlew* in this district, make a trip once a week, starting early in the morning, run up to Waterproof, anchor under the bar, and remain till next morning; then you will return to Natchez. When making these trips leave the shop alongside of the *Torrence* with food for such men as are left in it. The pilot of the *Torrence* will go with you.

When away from Natchez allow no one to leave the vessel. Have a supply of arms and ammunition on hand, and do not allow your vessel to be surprised by rebels.

Say nothing about this order.

Very respectfully, your obedient servant,

JAS. A. GREER,

Lieut. Comdr., Comdg. Benton and 4th Dist. Miss. Squadron.

COMMANDING OFFICER,

U. S. S. Samson.

Instructions from Lieutenant-Commander Greer, U. S. Navy, to Acting Volunteer Lieutenant Laning, U. S. Navy, commanding U. S. S. Rattler, on assuming station to watch the steamer Indianola.

U. S. S. BENTON,

Off Natchez, March 1, 1864

SIR: I send with this your orders from Admiral Porter to relieve the *Mound City*. You will proceed to do so as soon as you have filled up with coal. The primary object of duty at your new station will be to take care of the *Indianola* and have her kept in such order that when the river rises she will be floated and be in a condition requiring as little labor as possible to keep her so. You will keep me informed of her condition, and when the river is rising, so as to indicate that you will have water enough for your purpose, you will report to the admiral as well as myself.

I am quite sure you will have the *Champion* to assist you. The tug *Hyacinth* will be with the vessel stationed off Grand Gulf. When you require her for purposes connected with the *Indianola*, you will send word to the officer commanding the vessel at that point. As soon as practicable you will remove all the loose iron from the *Indianola* to the empty coal barge.

You will obtain from Acting Volunteer Lieutenant Langthorne all the information in regard to your new station.

Should parties having the proper papers apply for protection while taking cotton on board of boats, you will afford it, providing always that you have an eye to the *Indianola*.

The permits issued by the special Treasury agents to purchase and ship are, under the present interpretation of the law, authorized, and you will recognize them. You will, whenever called upon by Ralph S. Hart, the assistant special agent of the Natchez district, seize any vessel engaged in illicit trade or endeavoring to deprive the Treasury of its rights. You will not hesitate to use force if you find any opposition or refusal to obey the orders of the Treasury agent. You will be careful not to come in collision with any of the boats of the Marine Brigade proper, but should they employ transports, and you are requested to seize them, you will do so. Any boat seized at the request of Judge Hart, you will send to him at Natchez, and if necessary ask convoy from the gunboats between you and that point.

I will state for your information and guidance that the above instructions are issued by Admiral Porter's directions. It is possible that there will ere long be a general order issued on the subject. As you will be unable to come to Natchez for coal, you must be economical in the use of what you have. The admiral has ordered a boat to come down occasionally to supply the vessels at stations. Should you, however, get short of fuel, you will stop any naval tow-boat and fill up, using as much dispatch as possible, and give the captain a receipt, stating that the exigencies of the service required you to detain him. Show this clause to him. I will relieve you in such a case of the responsibility of acting contrary to General Order 167. Send me your reports as usual. If anything important occurs report to the admiral at once, sending me the same information or a copy of your letter.

Very respectfully, your obedient servant,

JAS. A. GREER,

Lieutenant-Commander.

Acting Volunteer Lieutenant LANING,
Commanding U. S. S. Rattler.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Volunteer Lieutenant Hoel, U. S. Navy, commanding U. S. S. Pittsburg, for transfer of his vessel to Natchez from Grand Gulf.

U. S. S. BENTON,

Off Natchez, March 1, 1864.

SIR: Upon the arrival of the *Forest Rose* to relieve you, you will come to this place with your vessel. Give Captain Johnston a full

statement of the course you have been pursuing at Grand Gulf. Turn the *Hyacinth* over to him, and fill her up with coal from your vessel.

Bring me her list of contrabands.

Very respectfully, your obedient servant,

JAS. A. GREER,

Lieut. Comdr., Comdg. Benton and 4th Dist. Miss. Squadron.

Acting Volunteer Lieutenant W. R. HOEL,

Commanding U. S. S. Pittsburg.

Report of Lieutenant-Commander Greer, U. S. Navy, naming the vessels off Natchez.

U. S. S. BENTON,

Off Natchez, March 1, 1864.

SIR: I have the honor to inform you that the *Mound City* and *Pittsburg* having been relieved by the *Rattler* and *Forest Rose* are now at this point, as well as the *Eastport*.

Very respectfully, your obedient servant,

JAS. A. GREER,

Lieut. Comdr., Comdg. Benton and 4th Dist. Miss. Squadron.

Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron.

Report of Rear-Admiral Porter, U. S. Navy, of arrival off Red River, looking toward a combined movement.

MISSISSIPPI SQUADRON,

Flagship Black Hawk, off Red River, March 2, 1864.

SIR: I came down here anticipating a move on the part of the army up toward Shreveport, but as the river is lower than it has been known to be for years, I much fear that the combined movement can not come off, without interfering with plans formed by General Grant.

General Sherman has gone to New Orleans to make arrangements with General Banks, and I am expecting his return every day. In the meantime the gunboats are up the Atchafalaya and Black rivers, destroying bridges and stores, and endeavoring to destroy 8,000 cattle collected at Sicily Island.

The Mississippi River is very quiet, and the rebels retreated into the interior on hearing of the advance of the gunboats.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER,

Rear-Admiral.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Greer, U. S. Navy, regarding time of meeting of vessels at Red River.

MISSISSIPPI SQUADRON,
Flagship Black Hawk, Red River, March 4, 1864.

SIR: You will say to the commanders of all vessels coming down to join me to be at this point by the 8th of this month.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander JAMES A. GREER,
Comdg. Benton and 4th Dist. Mississippi Squadron, Natchez.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Greer, U. S. Navy, for ironclads at Red River.

MISSISSIPPI SQUADRON,
Flagship Black Hawk, Red River, March 4, 1864.

SIR: I wish you would send all the ironclads down here to report to me as soon as they come.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander JAMES A. GREER,
Comdg. Benton and 4th Dist. Mississippi Squadron, Natchez.

Report of Lieutenant-Commander Greer, U. S. Navy, regarding orders to Red River, cannonading in the direction of Trinity, La., and reported sinking of Federal vessel.

U. S. S. BENTON,
Off Natchez, March 4, 1864.

SIR: I have the honor to acknowledge the receipt of your dispatch of this date, directing me to tell the commanders of the vessels to be at Red River by the 8th instant.

I interpret your order to include this vessel, and shall be down at the time specified unless otherwise directed. Cannonading was heard to-day, yesterday, and the day before, in the direction of Trinity, and the rebels have a report in town that one of our vessels has been sunk. I can trace the rumor to no reliable source.

Very respectfully, your obedient servant,

JAMES A. GREER,
Lieut. Comdr., Comdg. Benton and 4th Dist. Miss. Squadron.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Fleet Captain Pennock, U. S. Navy, transmitting report of board of officers appointed to investigate the burning of property at Skipwith's Landing, March 4, 1864.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., March 17, 1864.

SIR: I respectfully enclose the report of the officers ordered by me to investigate the cause of the burning of the carpenter's shop and quarters at Skipwith Landing.

I have ordered that William Tully, Timothy Hennessy, and John Ames are not to be paid until I receive instructions from you. I have ordered James McCarty to be arrested. Hopkins, I understand, is now at Vicksburg.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

[Enclosure.]

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., March 16, 1864.

SIR: In obedience to your order of the 14th instant, hereunto annexed, we have the honor to report that, by interrogation upon oath of several of the mechanics recently employed upon the carpenter's shops and quarters at Skipwith's Landing, we have ascertained the following facts, viz:

A Mr. Hopkins, who had formerly been employed as a carpenter on the barges, who had quitted work, but who had not been paid off, had obtained a permit to buy cotton. He still had his quarters with the rest of the workmen, and had stowed some cotton which he had purchased on board the barges. On the evening of the 4th of March, 1864, Tully, a quartermen carpenter, Hennessy, and Ames, carpenters, had been drinking beer and betting on cock fighting. About 11 o'clock Tully, having bought some cotton from a negro, asked and induced Hennessy and Ames to go on shore with him, put it in some gunny bags, and bring it on board. They then took it out of the small bags with the intention of putting it into some larger ones. While it was lying loose upon the floor, and the carpenters and Hopkins were agreeing about the price (Tully was to sell the cotton to Hopkins), the lamp fell out of the globe and the cotton was immediately in flames. It was impossible to extinguish it.

It appears from the evidence that James McCarty, who was on duty at the time as watchman, assisted the men to go on shore and afterwards to get the cotton on board the barge. He can not be found in Cairo.

We deem it proper to state that Hennessy and Ames have made a full and free confession of their share in this business. Tully, we are informed, is also ready and willing to do so, but he is confined to his room in Cairo on account of a severe attack of illness.

The primary cause of the fire was allowing or permitting cotton belonging to individuals to be stored on board a Government barge. McCarty, the watchman, betrayed his trust, and in our opinion ought to be severely punished, provided he can be apprehended.

Very respectfully, etc.,

JAMES W. SHIRK,
Lieutenant-Commander.
JOHN SCOTT,
Acting Volunteer Lieutenant.
THOMAS E. SMITH,
Acting Volunteer Lieutenant.

Captain A. M. PENNOCK, U. S. Navy,
Fleet Captain and Commandant of Station, Cairo, Ill.

Letter from Quartermaster Parsons, U. S. Army, to Rear-Admiral Porter, U. S. Navy, regarding the route for transportation of supplies for Little Rock.

LOUISVILLE, March 4, 1864.

ADMIRAL: Your favor of the 24th ultimo is received, for which I am very much obliged, and which is the first intelligent information I have had in regard to transportation on the Arkansas. I am not very much disappointed in the result, judging from the information obtained when we were at Arkansas Post last winter, of the character of this stream, and my own views in regard to the best route for supplying Little Rock (viz, by Devall's Bluff and the railroad) fully concur with your own, as you will observe by my letter of the 27th of February to you. I have, however, from the constant pressure made by other officers nearer those rivers, who should have known more about it than I could, used very extraordinary efforts to try and comply with their wishes and requisitions, and to this end ordered a number of boats months ago to the mouth of the Arkansas, which, at large expense, have been plying between there and Devall's Bluff to little or no purpose. I regret the loss of the gunboat and the *Hines*, but trust that the experiment, though unfortunate, may not be entirely without profit. I have been equally anxious and urgent for the completion of the railroad, and hope that we may soon see it in a proper condition. I shall forward a copy of your letter to General Grant and also to General Steele for their information, and trust it may not be without good effect.

I am, admiral, very respectfully,

LEWIS B. PARSONS,
Colonel and Chief Quartermaster
Western River Transportation.

Rear-Admiral D. D. PORTER,
Cairo, Ill.

Seizure of tug Rawlins by U. S. S. Mound City.

Report of Lieutenant-Commander Greer, U. S. Navy, transmitting report of commanding officer of the U. S. S. Mound City.

U. S. S. BENTON,
Off Natchez, March 4, 1864.

SIR: I have the honor to forward to you a letter* from Acting Volunteer Lieutenant Langthorne, commanding *Mound City*, in relation to the seizure of the tug *Rawlins* by him.

The owner of the cotton, Mr. Nolan, is here, and has the proper permits for shipping it. The permits for landing the stores are all correct.

I would state that the person who was in charge of this vessel when I ordered her not to land unless protected by a gunboat is not on board now. The vessel is at this point awaiting your orders.

Very respectfully, your obedient servant,

JAMES A. GREER,

Lieut. Comdr., Comdg. Benton and 4th Dist. Miss. Squadron.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Letter from Quartermaster Fort, U. S. Army, to Lieutenant-Commander Greer, U. S. Navy, requesting the release of the vessel.

ASSISTANT QUARTERMASTER'S OFFICE,
Vicksburg, Miss., March 2, 1864.

Learning that the tug *Rawlins* and crew had been seized for alleged violations of the regulations of the Navy, would beg leave to submit the following facts:

The tug *Rawlins* belongs to the United States Government.

Captain Henry J. Beckwith (an enlisted man in the U. S. Army) and all the crew are in the service of and under pay from the Government.

I am not advised what regulations of the Navy have been violated, as I am almost entirely ignorant of the terms of these regulations. But I would most earnestly and respectfully assure you that there was no intention to disregard or to disrespect any orders or regulations of the Navy, and, on the contrary, hold the very best feelings toward the Navy and all its officers and men.

Not knowing what the charges are, am unable to answer them. I learn, however, that she was suspected of taking on board contraband cotton.

This tug, as well as other Government boats, has often brought cotton to Vicksburg. But it is always reported to the Treasury Department, and for my universal orders and customs and standing in such matters I would respectfully refer you to Captain Owen and many other officers of the Navy as well as the Army.

Inasmuch as there was no intention to show any disrespect to the Navy, and whatever was done was done ignorantly, I would respectfully ask that the tug and crew be released and ordered to report to me, as their services are needed and the pay of the crew still running on.

* Not found.

If you can not do this, I would respectfully ask that the crew be released.

I will hold myself responsible that the tug and also the crew shall all be surrendered at any time or place that may be fixed for the investigation.

If this is not satisfactory, I will give any bond and security that may be required for the surrender of the tug and crew, and please understand me that I am entirely willing that the whole matter may be investigated.

The cotton, of course, I care nothing about; that you can keep as far as I am concerned; but the cotton speculator was released who was the guilty party, if any, and the crew kept. The cotton speculator, who, I have understood, was alone, is now here and can be arrested at any time if desired.

If a bond is desired, will you do me the favor to send me the form, as I do not know how to prepare it.

I am, very respectfully, your most obedient servant,

G. L. FORT,
Captain and A. Q. M.

Lieutenant-Commander GREER, U. S. Navy,
Commanding Fourth District, U. S. S. Benton.

[Endorsement.]

SIR: Your communication received. The *Rawlins* was released by my order after cautioning the officers not to land at improper places without the permission of the gunboat in sight. The commander of the *Rawlins* subjected himself to censure, but as it was done through ignorance, I gave him coal and sent him in tow to his port.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Greer, U. S. Navy, for the release of the vessel.

MISSISSIPPI SQUADRON,
Flagship Black Hawk, Red River, March 5, 1864.

SIR: Your communication of the 4th instant in relation to the seizure of the tug *Rawlins* has been received.

Let the tug go, with a warning to be more particular in future.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander JAMES A. GREER,
Comdg. Benton and 4th Dist. Miss. Squadron, Natchez.

Letter from the Secretary of the Interior to the Secretary of the Navy, regarding transportation of goods of licensed Indian traders.

DEPARTMENT OF THE INTERIOR,
Washington, D. C., March 5, 1864.

SIR: Referring to my conversation to-day with you, respecting the transportation of goods of licensed Indian traders to the Indian country via the Mississippi and Arkansas rivers, and to be more explicit, I will state that these goods are part given in charity to the

Indians, who are suffering for the want of them, and a larger portion are the goods of traders licensed by the Indian Department, and which it is considered of the utmost importance by this Department should be delivered in the Indian country for the reasons explained to you. This Department has not funds within its control applicable to the expenses incident to the object, and it is important that immediate relief be afforded to the refugee Indians in order to enable them to put in crops this season. I am satisfied that there are very many Indians anxious and ready to return to their loyalty and their homes, and join those refugees who have been supported in Kansas since the commencement of the rebellion; and I earnestly invite your attention to the subject and request that Admiral Porter may be at once instructed to give the goods referred to and to the licensed traders protection to the extent of their water transportation from St. Louis, the expenses of such transportation to be defrayed by said traders.

Very respectfully, your obedient servant,

J. P. USHER,
Secretary.

HON. GIDEON WELLES,
Secretary of the Navy.

[Endorsement.]

Send a copy of this to the commander in Arkansas River and order him to comply with these instructions as far as he can.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Greer, U. S. Navy, regarding ordnance for the vessels.

MISSISSIPPI SQUADRON,
Flagship Black Hawk, Red River, March 5, 1864.

SIR: You will please send down the *Judge Torrence* without delay to fill up the vessels with ordnance. Leave a gunboat in her place at Natchez until her return.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander JAMES A. GREER,
Comdg. Benton and Fourth District Mississippi Squadron.

*Operations at Yazoo City, March 5, 1864.**

Report of Rear-Admiral Porter, U. S. Navy, transmitting report of commanding officer of U. S. S. Petrel.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Off Alexandria, La., March 22, 1864.

SIR: I have the honor to enclose herewith, copy of a report from Acting Master Thomas McElroy, commanding naval forces at Yazoo

* For additional reports see Official Records of the Union and Confederate Armies, vol. 32.

City, detailing an account of a very handsome little affair that took place there.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. S. PETREL,
Off Yazoo City, Miss., March 5, 1864.

SIR: I have the honor to report to you that Lieutenant-Commander E. K. Owen turned over all vessels in this river (Yazoo) to my command on the 1st instant. I have not complied with his order in sending the *Marmora* up the river, to the foot of Honey Island, which is about 60 miles, as, from information received, I did not think it prudent. Enclosed you will please find a copy of Lieutenant-Commander Owen's order.

This morning, at 9.30 o'clock, the enemy made a fierce attack on the city and redoubt. Part of the Eleventh Illinois Volunteers was stationed in the redoubt, supporting a 12-pound rifled howitzer belonging to the gunboat *Exchange*, left in my charge. I sent an officer and crew to work the gun. The rest of the Eleventh were stationed with a colored regiment in and around the city. It was reported to me that after firing the howitzer several times, a shot got jammed in the gun, and could not be removed. I then ordered Captain Gibson, of the *Marmora*, to dismount one of his rifled howitzers, mount it on a field carriage, and send it on shore with a crew to work it. Before he could get the gun to the redoubt, the enemy had the hill completely surrounded. At this time the fighting in the city was hand to hand. The gun was placed in position in the street, and did good service, helping very much toward winning the day.

The crew at one time was driven from the gun, they not having sufficient support to hold it, but the soldiers seeing the crew driven, rallied, charged on the rebels, and retook it, losing three men in the charge, and wounding James Stoddard, of the *Marmora*; he is improving.

During this time both vessels kept up a constant fire on the city until 4 p. m. Then I was requested to cease firing by Colonel Coates, as the enemy were retreating. (We expended about 250 shell.) I then went on shore with a fresh gun's crew, and took command of the howitzer, following the rebels up till they had retreated to the hills.

I am proud to say that the Navy was well represented by 3 sailors, who nobly stood by their guns through the whole action, fighting hand to hand to save the gun and the reputation of the Navy. The sailors are highly spoken of by the army officers for their gallant conduct. Their names are Bartlett Laffey, of this vessel; James Stoddard and William J. Franks, of the *Marmora*. I would recommend them for your consideration. I have lost confidence in Acting Ensign Shepley R. Holmes, who was sent in charge of the howitzer, and as he has

sent in his resignation, I hope it may be accepted. I have the honor to be,

Very respectfully, your obedient servant,

THOMAS MCELROY,

Acting Master, Commanding.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

[Subenclosure.]

U. S. S. MARMORA,

Off Yazoo City, March 1, 1864.

SIR: You will take command of the vessels left to protect this river (Yazoo). You will remain off this city with your vessel. The *Prairie Bird* will be stationed off Liverpool and that vicinity. The *Marmora* will be stationed up the river somewhere in the neighborhood of the foot of Honey Island. Each commander must be on his guard and no possible chance allowed the enemy to capture anyone. Run no risks whatever. Obey all orders strictly. Seize all the cotton you can and retain it for the Navy; do not trust it to any transport. I will leave the barge here, which you can keep and put such cotton in as you can. Mark the cotton according to general orders and keep a guard over it at all times. You can communicate with the admiral through the general commanding at Vicksburg. Write by every opportunity to the admiral, with a precise statement of where you are and what you have been doing.

Very respectfully, your obedient servant,

E. K. OWEN,

Lieutenant, Commanding, and Commanding 5th District.

Acting Master THOMAS MCELROY.

Report of Acting Master Gibson, U. S. Navy, commanding U. S. S. Marmora.

U. S. S. MARMORA,

Off Bolivar Landing, Miss., April 1, 1864.

SIR: I beg leave most respectfully to inform you that in the engagement at Yazoo City, March 5, a 12-pounder howitzer, one of the broadside guns of this vessel, was landed and mounted on a field carriage and used in the heat of the engagement in the streets of the city, and to the bravery of that gun's crew may be attributed the change of the fortune of the day. Our land forces were being steadily driven back on the river until this gun was landed and brought to bear on the position of the enemy, driving them from the streets and houses to the hills, where our broadsides could play on them. The carriage of the gun was badly cut by rifle bullets and rammer nearly cut in two by the same, mutely testifying to the severity of the fire to which the men were exposed. I would most respectfully solicit in their behalf that you would confer a medal of honor on the following men:

Peter Smith, gunner's mate; Martin Wheeler, ordinary seaman; James Stoddard, seaman, shot through the neck, slowly recovering; William J. Franks, ordinary seaman; Henry Lindley.

I am, sir, very respectfully, your obedient servant,

THOS. GIBSON,

Acting Master, Commanding.

Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron.

Report of Colonel Coates, U. S. Army, commanding Yazoo River expedition, regarding operations March 5, 1864.

HEADQUARTERS ELEVENTH ILLINOIS INFANTRY,
Vicksburg, Miss., March 11, 1864.

SIR:

* * * * *

Upon the morning of Saturday, 5th instant, a heavy attack was made on my center picket (Benton road), but they stood their ground manfully, and not until the enemy had opened a heavy artillery fire upon the picket and reserves did they fall back to the main body of the regiment.

The engagement had now become extended throughout my entire line. I had instructed Lieutenant-Colonel Peebles and Major McKee to hold their positions at all hazards, as their redoubts commanded the entire city, and as long as they were held we had the town in our possession.

About 10 o'clock a. m., I discovered a movement on the part of the enemy to flank me on the left, where I had posted a small detachment of the First Mississippi Cavalry. I at once ordered four companies of the Eighth Louisiana Infantry, African descent, stationed over a mile distant, to their support. They came gallantly forward, double-quick, but before they arrived within supporting distance General Richardson's entire command had entered the city proper, two regiments being between my headquarters and Fort McKee.

At this time Major McKee had sent out a portion of Company K, Eleventh Regiment, to open communication to my headquarters, but finding the enemy in too strong force they endeavored to move back to the works, and in doing so the enemy succeeded in capturing 10 of them prisoners. Three of them, however, escaped into the city, informing me that my only piece of artillery (a small howitzer borrowed from the gunboat *Exchange*, and which was posted in the redoubt occupied by Major McKee) had become disabled. I immediately sent for another of the same kind, but before I could get it in the redoubt the enemy had gained full possession of the street, and I posted it upon the corners of the principal streets of the city and behind a hastily constructed breastwork of cotton, and I regret to say at the first fire of the enemy the officer in charge of the gun (Ensign Holmes, U. S. Navy) and his men shamefully deserted it and fled to the boat, but were met by Captain McElroy, commanding gunboat, who refused them permission to come on board the boat. I succeeded, however, in moving the gun from its position and procured another squad to man it, who performed their duty faithfully and with great bravery.

The enemy at this time began to crowd my small force, and I ordered two more companies from the Eighth Louisiana Infantry, African descent, who responded with alacrity.

I now distributed my small force, consisting of A Company, Eleventh Illinois Infantry, and six companies of the Eighth Louisiana Infantry, through the streets, in doorways, houses, etc., and commenced a vigorous and telling fire upon the enemy, the howitzer discharging shell with telling effect into the houses the enemy had taken possession of. During this time the enemy were pouring a

heavy discharge of shot and shell from six pieces of artillery, doing little damage, however, except to the buildings.

In the meantime Major McKee, in his redoubt, with nine companies of the Eleventh, and Major Cook, with his small detachment of 80 men in the rifle pits (the rifle pits having been constructed the day before), and Lieutenant-Colonel Peebles, with his four companies on the right, were doing nobly.

Major McKee was for four hours surrounded on three sides by the enemy with six regiments, and three times was he ordered to surrender (orders to surrender and reply of major please find enclosed). During the whole time the enemy had gained his position so as to strike the fort. He had kept up a continuous fire of artillery and small arms, in which our loss was very severe.

About 2 p. m. my force made a desperate charge through the streets, completely routing the enemy and pursuing them entirely through the town and beyond the breastworks in the left, my single piece of artillery doing fine execution.

The force around and engaged with Major McKee, perceiving their right falling back in disorder, fell into confusion and began to retreat in great disorder, and the major, with only six men, sallied from the fort and with loud cheers actually turned the flank of one entire regiment.

The enemy now fell back out of range, and his losses must have been very severe, they admitting the loss of over 40 killed, and their ambulances could be seen constantly employed.

My casualties of this and previous engagements during the expedition please find enclosed.

* * * * *

JAS. H. COATES,

Colonel 11th Illinois Inf. Vols., Comdg. Yazoo River Expedition.

Lieutenant-Colonel W. T. CLARK,
Assistant Adjutant-General.

Letter from Rear-Admiral Porter, U. S. Navy, to Quartermaster Parsons, U. S. Army, regarding transportation in the White River.

MISSISSIPPI SQUADRON,

Flagship Black Hawk, Red River, March 6, 1864.

SIR: Your communication of 23d February has been received. It is not safe for the boats to run up and down White River, but if they have guards on board, it could be done. The foolish move up the Arkansas, against my wishes, has sunk one gunboat and shut up another, which interferes very much with my plans.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Colonel LEWIS B. PARSONS,
Chief Quartermaster, Louisville, Ky.

Report of Lieutenant-Commander Greer, U. S. Navy, regarding the sending of the ordnance vessel to Red River as ordered.

U. S. S. BENTON,
Off Natchez, March 6, 1864.

SIR: In obedience to your order of 5th instant, I sent the *Torrence* down. I have no boat to take her place and will remain here with this vessel until one is sent or the *Curlew* (of which nothing has been heard) arrives.

General Sherman has gone to Vicksburg, and the *Conestoga* has proceeded up the river.

Very respectfully, your obedient servant,

JAMES A. GREER,
Lieut.-Comdr., Comdg. Benton and 4th Dist. Miss. Squadron.
Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Collision of the U. S. steamers Conestoga and General Price and sinking of the former, below Grand Gulf, Miss., March 8, 1864.

Report of Rear-Admiral Porter, U. S. Navy.

MISSISSIPPI SQUADRON,
Flagship Black Hawk, Red River, March 9, 1864.

SIR: I regret to inform you of the loss of the U. S. S. *Conestoga*, by a collision with the U. S. ram *General Price*. The latter vessel ran into the *Conestoga* while passing her at night, the pilot of the *Price* not paying proper attention to the signals, which were properly made by the pilot of the *Conestoga*.

So great was the blow that the *Conestoga* sunk in four minutes, the *Price* having cut into her engines and sunk her immediately. The vessel will, I fear, be a total loss, as nothing but the tops of the wheelhouses are to be seen, and the water is now very low.

All the officers and crew escaped in the boats (except two of the latter, who were drowned), notwithstanding the short notice they had, which speaks well for the discipline of the ship. They lost everything they owned.

I have ordered a court of enquiry, though there is not any doubt as to where the blame rests, viz, with the pilot of the *Price*.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Selfridge, U. S. Navy, commanding U. S. S. *Conestoga*.

MISSISSIPPI SQUADRON,
Flagship Black Hawk, March 10, 1864.

SIR: I regret to be obliged to report that the U. S. S. *Conestoga*, while under my command, was run into by the U. S. S. *General*

Price, about 10 miles below Grand Gulf, at about 4 a. m. March 8, and in about four minutes sunk below the surface.

All the crew and officers, excepting two seamen, James Brennan and Thomas Robinson, the latter of the *Leavington*, were saved.

The usual and proper signals were used by the *Conestoga*, but were disregarded by the *General Price*, which led to the disaster.

It is both a pleasure and a duty to add that the good behavior of the officers and crew in this trying circumstance was the cause, under a kind Providence, that so few lives were lost.

Very respectfully, your obedient servant,

THOS. O. SELFRIDGE,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Acting Volunteer Lieutenant Richardson, U. S. Navy, commanding
U. S. S. *General Price*.

U. S. S. GENERAL PRICE,
Red River, March 11, 1864.

ADMIRAL: It is with deep regret that I make the following report:

The morning of 8th March, at 4 o'clock and twenty minutes, the U. S. steamers *General Price* and *Conestoga* came in collision near the mouth of Bayou Pierre, the *Conestoga* sinking to her hurricane deck in four minutes.

I had been up all night and had just retired to bed, when I heard one whistle from a steamer on our port bow; the *General Price* answered it with two whistles. I immediately got out of bed, started to run out on deck, felt a jar, met the officer of the deck, Ensign Platt, who informed me that the *Conestoga* was sinking. I ordered all boats to be lowered and manned, and rendered all the assistance in my power. Lieutenant-Commander T. O. Selfridge remained on his vessel to the last, and by his coolness and strict discipline the lives of many were saved.

After mustering this crew on board the *General Price*, it was found that there were missing George Robinson, hospital steward, and James Brennan, seaman.

I respectfully ask that, at your earliest convenience, a thorough investigation of the circumstances connected with the casualty may be made.

I have the honor to remain, very respectfully, your obedient servant,

J. F. RICHARDSON,
Acting Volunteer Lieutenant, Comdg. U. S. S. General Price.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Rear-Admiral Porter, U. S. Navy, recommending that officers and crews be reimbursed for loss of effects through sinking of vessels, making mention of Lieutenant-Commander Selfridge, U. S. Navy.

MISSISSIPPI SQUADRON,
Flagship Black Hawk, Red River, March 10, 1864.

SIR: There are three cases where vessels have been sunk in battle and otherwise, where the officers and men have lost all they owned,

and no appropriation has been made to reimburse them for their losses.

I think the officers and crews are entitled to it in every case, as the loss did not arise from any fault of theirs.

This is the third time this war that Lieutenant-Commander T. O. Selfridge has been sunk, his vessel going down suddenly under him, and losing everything.

He was sunk exactly on the same day (8th of March) two years ago, in the *Cumberland*.

The vessels I refer to as deserving remuneration are the *Cincinnati*, *Conestoga*, and *Baron de Kalb*.

I have the honor to be, very respectfully, your obedient servant,
DAVID D. PORTER, *Rear-Admiral*.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Brigadier-General Andrews, U. S. Army, to Rear-Admiral Porter, U. S. Navy, forwarding information from Major-General Banks, U. S. Army, regarding delayed movement to Red River.

HEADQUARTERS UNITED STATES FORCES,
Port Hudson, March 9, 1864—8:30 p. m.

SIR: I have just received the following by telegraph from New Orleans:

Please communicate immediately to Admiral Porter and General Hurlbut or other commander of troops at Red River that the present storm will be likely to delay the movements of the commanding general three or four days

C. P. STONE,
Brigadier-General, Chief of Staff.

In compliance with the above, I have the honor to forward to you this communication.

Respectfully, your obedient servant,

GEO. L. ANDREWS,
Brigadier-General Volunteers, Commanding Post.

Rear-Admiral PORTER and General HURLBUT, or other commander of U. S. troops at Red River.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Greer, U. S. Navy, for movement to Red River.

MISSISSIPPI SQUADRON,
Flagship Black Hawk, Red River, March 9, 1864.

SIR: As soon as you see the transports with Sherman's troops coming down, you will get underway in the *Benton* and report to me at this place.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander JAMES A. GREER,
Comdg. Benton and 4th Dist. Miss. Squadron.

General report of Fleet Captain Pennock, U. S. Navy.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., March 11, 1864.

DEAR ADMIRAL: I am happy to say that the *Avenger* will leave to-morrow, and, as I shall order the captain to report to you, I shall send your mail and that of the *Black Hawk* by her. We have had a great deal of work to do to her. The captain tells me he has a quantity of copper on board of her, but has no instructions about it. As I suppose you may intend at some future time to copper her, should she be used in salt water, and may wish to have it done at New Orleans, I have ordered it to be kept on board. She has a full complement of men, as fixed by you.

The *Curllew* will leave to-morrow to relieve the *Pittsburg* in accordance with your orders; the Coast-Survey officers will go with her for the purpose of surveying Grand Gulf. The *Tallahatchie* left day before yesterday, and the *Carrabasset* left to-day, to report at New Orleans.

Gilman has returned and has bought five boats besides the *Maria* (*Talisman*).

I am informed that the latter might have been here a week ago, if she had not been detained for alterations and to grain the wood-work on the main deck, which was done by Acting Master Wetmore, he considering, as you will see by his letter to you, that he had authority to do so by your instructions to him. * * *

As soon as the *Talisman* arrives I will fit her out with all dispatch; and as you have directed that she is to be attached to this station, I shall keep her moving about in this vicinity. I have not a gunboat here now that is in a serviceable condition.

The men who, as Mr. Wetmore complains to you, were taken from him, were sent here by my orders, so that the *Avenger* might not be delayed.

The *Red Rover* came off the ways yesterday. The repairs upon her have been quite extensive and she will not be ready for ten or twelve days yet.

The repairs upon the *Hastings* will be completed about the same time.

I have been able to do but little on the *Cincinnati*, and nothing on the *Tuscumbia* for want of hands.

It is fortunate that the hospital barge is complete, as there are several smallpox patients now there, and a fresh case appeared on the *Clara Dolsen* yesterday, and another to-day. I send you down an order from the Secretary of the Navy, releasing the *Clara Dolsen*, the suit having been dismissed, as it appears, by the action of the district attorney.

I really wish that some arrangement could be made by which we might have nothing more to do with this vessel, after she is given up to her owners. Her pretended owners will, no doubt, demand a large charter, to make up for what they will call an unjust seizure.

So large a vessel as the *Clara Dolsen* I do not consider necessary for a receiving ship, as the recruits are sent away from her almost as soon as they arrive. I would suggest the *Sovereign*, but she would need very extensive repairs, and it would embarrass us very much

if she were changed from what she now is—a boarding house for our mechanics at Mound City. You once spoke of one of our old vessels from the East, of light draft, being sent up here. Such a vessel would answer our purpose well, and might be made a formidable floating battery.

All of Shirk's vessels are up the Tennessee. Hardly a day passes that I do not receive telegrams from quartermasters, asking convoy for valuable cargoes bound up that river. In accordance with your orders I will send Shirk one of the newly purchased vessels as soon as I possibly can.

The river is not high enough for vessels to pass over Mussel Shoals, although the army men think differently.

Fitch informs me that the *Reindeer* sustained considerable damage to her upper works when above Nashville. I have ordered her here for repairs. I have written a letter to Watson, telling him that it is your order that a double quantity of bread and large quantities of other provisions be sent down, as you wished to take them up Red River, and that you also order that every requisition from the squadron be filled without delay; and if unable to fill any requisition, to assign his reason for not doing so, that I may inform you. That there may be no excuse on the ground of want of transportation, I have detailed the *Benefit* to carry down provisions, stores, etc. The barge you spoke of brought powder, shells, anchors, chains, etc., from St. Louis. I am having her discharged, but before she can again be used she will have to be thoroughly calked. Boggs tells me that the cattle are on the way down to you.

The *New National* will leave on her regular day, loaded as deep as safety will permit. Captain Grant is recommended for a leave of absence by a board of medical survey, and I will send the report to you.

I will place Mr. Farmer, the executive officer, in command, which is the best I can do under existing circumstances. He is a very reliable man.

One of the pilots of the *Curlew*, Mr. [William A.] Goll, being absent on a short leave of absence, I ordered Mr. Robert Johnson (one of those who recently reported in obedience to your order) in his place, to return here when Mr. Goll rejoins his vessel. I shall want Mr. Johnson for one of the new vessels.

Of course, I shall take no action in the case of the *Clara Dolsen* until I hear from you. Gilman has been working like a beaver, and well has he done his work. Brown, too, from all I can understand, is faithfully performing his part.

Sincerely, your friend,

A. M. PENNOCK.

Gilman tells me that some time since, when you thought the *Clara Dolsen* might be given up, you spoke of purchasing a hull of a steamer and fitting her with quarters for officers and men. If you are still of the same mind, please send me the plans and authority to purchase, as what we have to do must be done quickly, as the sharks will soon be after us.

Cooperation of gunboats, under Rear-Admiral D. D. Porter, U. S. Navy, with Major-General Banks, U. S. Army, in the Red River campaign, March 12 to May 22, 1864.*

Letter from Major-General McPherson, U. S. Army, to Rear-Admiral Porter, U. S. Navy, regarding time of proposed movement against Alexandria.

HEADQUARTERS, 17TH ARMY CORPS,
Vicksburg, Miss., March 10, 1864.

DEAR SIR: Though not fully acquainted with the views and understanding had between Generals Banks and Sherman in relation to the expedition up Red River, I am aware that it was considered of the utmost importance that the cooperating force from here with the gunboats should be in the vicinity of Alexandria by the 17th instant.

I make this statement, as I am informed that a dispatch from General Sherman to you was lost in the *Conestoga*.

Very respectfully, your obedient servant,

JAS. B. MCPHERSON,
Major-General.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Letter from Major-General Banks, U. S. Army, to Rear-Admiral Porter, U. S. Navy, stating the cause of delay in movement upon Alexandria.

HEADQUARTERS DEPARTMENT OF THE GULF,
New Orleans, March 10, 1864.

ADMIRAL: The column for operations against Alexandria has been formed at Franklin, La., and it was my intention to march from that place so as to reach Alexandria on the 17th instant, but a violent rainstorm, which commenced night before last on Berwick Bay and here yesterday, has placed the roads in such condition as to make a march impracticable for at least four days.

Should the storm not recommence, I shall probably march on Monday or Tuesday next, and shall expect to strike the Red River below Alexandria within seven days thereafter.

Very respectfully, I am, admiral, your obedient servant,

N. P. BANKS,
Major-General, Commanding.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Order of Lieutenant-Commander Greer, U. S. Navy, to commanding officers of gunboats regarding the movement up the river.

U. S. S. BENTON, *March 13, 1864.*

The boats will move to-morrow morning at daylight in the following order: *Pittsburg, Chillicothe, Louisville, Benton, Carondelet, Mound City.*

* For military operations, see "Official Records of the Union and Confederate Armies," Series I, Vol. 34, Parts 1-4.

They will keep about 300 yards apart. As the *Pittsburg* is faster than some of the vessels, she will at times slow down to allow the others to keep in position.

J. A. GREER,
Lieutenant-Commander, Senior Officer Present.

COMMANDING OFFICERS OF GUNBOATS PRESENT.

P. S.—Show no lights to-night, beat no drums, and as long as I am senior officer present do not strike the bell.

Have the sentinels frequently visited during the night to see they are on the alert. J. A. G.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Phelps, U. S. Navy, to remove obstructions and proceed to Fort De Russy.

U. S. MISSISSIPPI SQUADRON,
Flagship Black Hawk, Red River, March 12, 1864.

SIR: You will proceed at once up the Red River with the vessels I will detail to follow you, and commence removing the obstructions in the river, while in the meantime I will take a tour into the Atchafalaya and land the troops at Simmesport for the purpose of reconnoitering, etc. If you remove the obstructions, move up within a short distance of Fort De Russy, but make no attack until I get up with the main force; though, if there is any force at De Russy, you can amuse them by feints until the army gets into their rear. Take every precaution against torpedoes and protect your men against sharpshooters.

Very respectfully, your obedient servant,

DAVID D. PORTER, *Rear-Admiral.*

Lieutenant-Commander S. L. PHELPS,
Commanding Eastport.

Report of Rear-Admiral Porter, U. S. Navy, regarding combined movement up the river and capture of Fort De Russy by forces under Brigadier-General Smith, U. S. Army, March 14, 1864.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Fort De Russy, Red River, March 15, 1864.

SIR: I had the honor to report to you that I was about to ascend Red River with a fleet of gunboats in company with a portion of General Sherman's command or that of General Banks, whichever concluded to go.

On the 7th of March I had assembled at the mouth of Red River a large fleet of ironclads composed of the following vessels: *Essex*, Commander Robert Townsend; *Benton*, Lieutenant-Commander James A. Greer; *Lafayette*, Lieutenant-Commander J. P. Foster; *Choctaw*, Lieutenant-Commander F. M. Ramsay; *Chillicothe*, Acting Volunteer Lieutenant J. P. Couthouy; *Ozark*, Acting Volunteer Lieutenant George W. Brown; *Louisville*, Lieutenant-Commander E. K. Owen; *Carondelet*, Lieutenant-Commander J. G. Mitchell; *Eastport*, Lieutenant-Commander S. L. Phelps; *Pittsburg*, Acting Volunteer

Lieutenant W. R. Hoel; *Mound City*, Acting Volunteer Lieutenant A. R. Langthorne; *Osage*, Lieutenant-Commander T. O. Selfridge; *Neosho*, Acting Volunteer Lieutenant Samuel Howard; *Ouachita*, Lieutenant-Commander Byron Wilson; *Fort Hindman*, Acting Volunteer Lieutenant John Pearce. And the lighter boats: *Lexington*, Lieutenant George M. Bache; *Cricket*, Acting Master H. H. Goringe; *Gazelle*, Acting Master Charles Thatcher; *Black Hawk*, Lieutenant-Commander K. R. Breese.

I received communications from General Banks informing me that he would be in Alexandria on the 17th March, and I made my dispositions to meet him there.

On the 11th instant part of General Sherman's command, 10,000 men, under the command of Brigadier-General A. J. Smith, joined me in transports at the mouth of Red River, and next morning early the gunboats started up the river, followed by the transports. There was just sufficient water to allow the larger boats to pass. By previous arrangement Lieutenant-Commander Phelps, in the *Eastport*, was ordered to push on up with his vessel and those that could keep with him, and clear away the heavy obstructions the rebels had placed in the river, and to amuse the fort until the army could land at Simmesport and get into the rear of the enemy's works, which could be done by making a march of 30 miles.

The *Benton*, *Pittsburg*, *Chillicothe*, *Louisville*, *Mound City*, *Carondelet*, *Ouachita*, *Lexington*, and *Gazelle* turned off to the left into the Atchafalaya, followed by the troops, while the others went on up the river. The gunboats arrived at Simmesport about 12 o'clock and found the enemy posted in force about 3 miles back. The *Benton* landed her crew and drove in the pickets. The army came along in about half an hour more and landed the next morning, taking possession of the enemy's camping ground, the latter retreating toward Fort De Russy. That night General Smith concluded to follow them by land, while I proceeded up Red River with all the gunboats and transports. In the meantime the *Eastport* had reached the obstructions and, with the vessels that kept pace with her, had commenced the work of demolition on the formidable barricade, on which the rebels had been employed five months. They supposed it impassable, but our energetic sailors with hard work opened a passage in a few hours. The obstructions consisted of heavy piles driven into the mud and braced in every direction; they were also clamped together with heavy iron plates and chains.

The *Eastport* and *Neosho* got through about 4 o'clock in the afternoon and proceeded up to the fort, which at that moment was being surrounded by the troops under General Smith, who had marched from Simmesport since daylight. A brisk musketry fire was going on between the rebels and our troops, and they were so close together it was difficult to distinguish the combatants.

The *Eastport* opened her batteries, but fearing to injure our own men ceased firing, when our troops proceeded to the assault and carried the place. In a few moments, and with small loss, 250 prisoners, 8 heavy guns, and 2 fieldpieces fell into our hands, and all the munitions of war.

The main body of the enemy, 5,000 strong, under the rebel, General Walker, made their escape. They left the fort, it was said, to give

battle to our troops and left a garrison of 300 men to defend it. Our army came in by a different road from what they expected and made short work of them.

Among the guns captured was one of the *Indianola's* IX-inch and one belonging to the *Harriet Lane*; the rest of the guns were 24 and 32 pounders, and one 160-pounder rifle.

As soon as the fort was in possession of the troops I sent off up the river the fleetest gunboats I had to cut the enemy off, if possible, or harass them until our troops could be placed on the transports. By sunset the transports will be in Alexandria and ahead of the rebels, and I hope the latter will be cut off.

These works have been made much more formidable than they were last year, and the loss of guns must be severely felt by the rebels, as they have only 15 more heavy ones in this section of the country.

The whole affair has been well managed, the troops made a splendid march and attack, and the officers in command of the gunboats and transports have shown great zeal and industry in getting up the river and through the obstructions which the rebels deemed impassable.

I forgot to mention in my last report that in the recent attack on Trinity by the gunboats a number of negroes were recaptured who were captured by the enemy in a recent attack upon Goodrich's Landing.

I enclose herewith a list of the guns captured at Fort De Russy, with their numbers. As some of them appear to be Navy guns, the Ordnance Bureau may be able to account for them.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

List of guns captured at Fort De Russy water battery.

1. One 32-pounder, 33-cwt. F. P. F. No. 227, Navy; in barbette. J. S. C. Proved 1847.

2. One 32-pounder, 33-cwt. F. P. F. No. 226, Navy; in barbette. J. S. C. Proved 1847.

4. Two 9-inch Dahlgren guns.

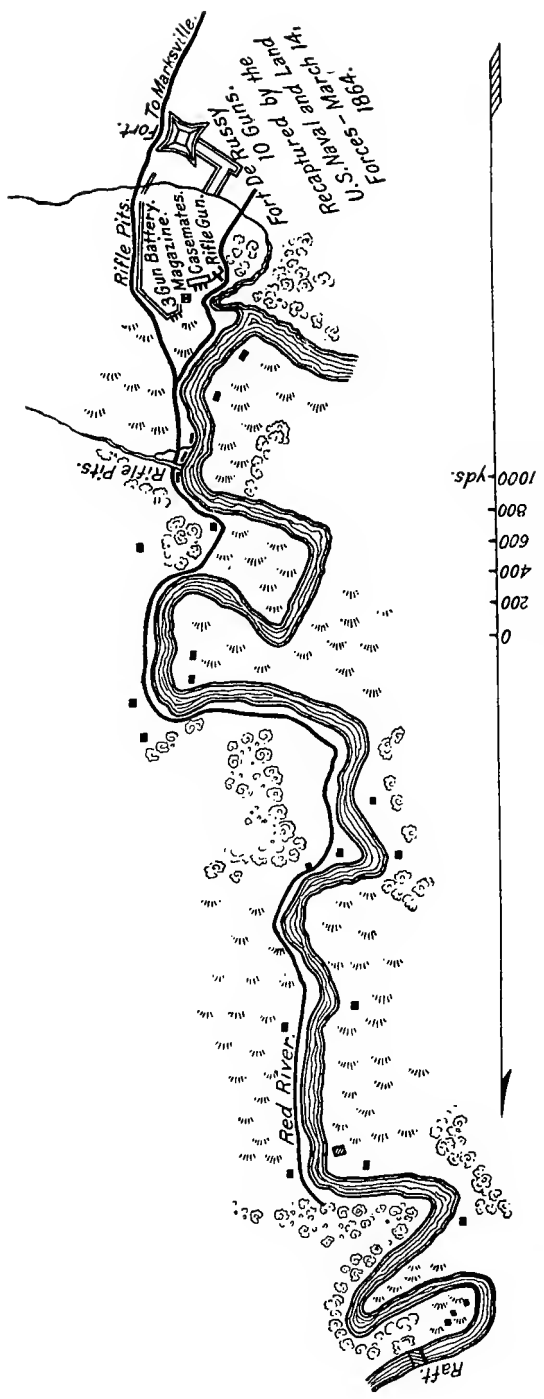
No marks could be discovered on these guns, but they bore all the evidences of having been in service in the Navy, the remains of gun blacking being on them. Both lugs were cut for locks with the usual composition piece fitting into spare lug.

5. One 32-pounder, 60-cwt., 1827, Navy gun.

6. One 32-pounder U. S. rifled, marked W. J. W. No. 289. This gun is an old Army 32-pounder, rifled, with band shrunk on the breech.

8. Two 24-pounder siege guns.

10. Two 6-pounder iron fieldpieces. } In Hill Battery.



SKETCH OF RED RIVER FROM FORT DE RUSSY TO THE RAFT.
(Original.)

Report of Commander Townsend, U. S. Navy, transmitting descriptive list of guns and inventory of ordnance stores captured at Fort De Russy, March 14.

U. S. IRONCLAD STEAMER ESSEX,
Off Fort De Russy, Red River, April 7, 1864.

ADMIRAL: I have the honor to enclose herewith a descriptive list of the guns captured at Fort De Russy; also an inventory of the ordnance stores taken on the same occasion.

In obedience to your order, I sent the two IX-inch guns, one Marsilly carriage, IX-inch, without gear, and two IX-inch elevating screws, and one IX-inch breech sight to Cairo by the *New National*. I also sent about 2,900 pounds of powder to ordnance vessel and have the remainder, 2,000 pounds, on board the *Essex*.

I have the honor to remain, very respectfully, your obedient servant,

ROBERT TOWNSEND,
Commander, U. S. Navy, Commanding.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

[Enclosure.]

Descriptive list of guns captured at Fort De Russy, La., March 14, 1864.

U. S. IRONCLAD STEAMER ESSEX,
Off Fort De Russy, Red River, March 19, 1864.

Class of gun.	Register No.	Weight.	Foundry.	Year.	Prover.
IX-inch Dahlgren	841	.....	.....	.....	.....
IX-inch Dahlgren	843	.....	.....	.....	.....
32-pounder	226	33-2-18	F. P. F.	1847	J. S. C.
32-pounder	227	33-2-21	F. P. F.	1847	J. S. C.
			G. F. -IM		
32-pounder	598	60-1-12	G. -I.	1827	.....
Old 32-pounder, rifled	289	7,340 lbs.	U. S., on reinforce.	.....	W. J. W.

One IX-inch Marsilly carriage; two IX-inch elevating screws; one IX-inch breech sight.

NOTE.—No other marks than the register numbers can be found on the IX-inch guns. These numbers that, for want of a better designation, I call register numbers, have probably some significance at the foundry where the guns were cast. The numbers, in figures one-fourth inch tall, have been stamped on the face of the muzzle and on the rear of the pommelion of each IX-inch gun. The 32-pounders of 33-cwt. and the old double fortified 32-pounder are Navy guns. The rifled 32-pounder is banded at the breech like a Parrot rifle. It is an old garrison or seacoast gun, proved as far back as when General W. J. Worth was an officer of ordnance.

Respectfully submitted.

ROBERT TOWNSEND,
Commander, U. S. Navy, Commanding.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Phelps, U. S. Navy, regarding request of Brigadier-General Smith, U. S. Army, for the movement of transports in order to intercept Major-General Walker, C. S. Army.

U. S. GUNBOAT EASTPORT,
Fort De Russey, March 14, 1864.

SIR: Since your tug was here, General [A. J.] Smith has been on board. By his request I send to you to ask, if possible, the transports may be sent up so that he can get off in the morning, in which event he thinks he can head off General Walker, who has taken the Alexandria road with 5,000 men. It will be well for the transports to pass the obstructions by daylight, but there is nothing in the way to that point.

We were engaged in pulling out obstructions all day.

I have sent the *Fort Hindman* and *Cricket* up to Scraggy Point to-night. The march to Alexandria is 35 miles, and Walker has several miles the start of our steamers; but if our people can get on board transports by 10 a. m. they can get above Walker by night.

The guns here are all intact.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

P. S.—General Smith suggests that if you would send word back by the tug whether the transports would come, and at what time, it would enable him to determine what to do.

S. L. PHELPS.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Greer, U. S. Navy, to assist in the destruction of Fort De Russy.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Off Fort De Russy, March 15, 1864.

SIR: Until further orders you will remain here and protect this point. You will also assist in demolishing the works and saving the IX-inch and such other guns as it may be desirable to save.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander JAMES A. GREER,
Commanding Benton.

General order of Rear-Admiral Porter, U. S. Navy, giving precautions against collisions.

GENERAL ORDER } U. S. MISSISSIPPI SQUADRON,
No. 179. } *Flagship Black Hawk, March 15, 1864.*

It is the rule in Red River for every vessel to blow a long whistle 600 yards before she arrives at any point. Vessels going down must slow down and not pass the point until the vessel coming up the bend is out of all danger of being run into.

Gunboats belonging to this squadron will carefully observe this order; also all transports.

DAVID D. PORTER,
Rear-Admiral, Commanding Mississippi Squadron.

Report of Rear-Admiral Porter, U. S. Navy, transmitting report of Lieutenant-Commander Phelps, U. S. Navy, regarding removal of obstructions and capture of Fort De Russy.

No. 78] MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Off Alexandria, La., March 16, 1864.

SIR: I have the honor to inform you that I arrived at this place this afternoon. As soon as the forts were surrendered, I pushed on the fastest vessels—*Ouachita* and *Lexington*—followed by the *Eastport* to Alexandria. The *Ouachita* arrived here as the last of a fleet of transports passed over the falls.

The rebels set fire to a large ferryboat, and one of the boats grounding on the falls, was also burned to prevent her falling into our hands. As no reliable pilot could be procured to take our boats across the falls, the transports will have to escape for the present, but are sure to be captured or destroyed before the month is over. The surrender of the forts at Point De Russy is of much more importance than I at first supposed. The rebels had depended on that point to stop any advance of army or navy into this part of rebeldom. Large quantities of ammunition, best engineers, and best troops were sent there, and in two or three months more it would have been a most formidable place. As it was, it was not complete (though the guns were in position) and would have stood a very poor chance if attacked in force. The works have been laid out by a Colonel De Russy, and are of the most extensive and formidable kind.

Colonel De Russy, from appearances, is a most excellent engineer to build forts, but does not seem to know what to do with them after they are constructed. The same remark may apply to his obstructions, which look well on paper but don't stop our advance. The efforts of these people to keep up this war remind one very much of the antics of Chinamen, who build canvas forts, paint hideous dragons on their shields, turn somersets, and yell in the faces of their enemies to frighten them, and then run away at the first sign of an engagement.

It puts the sailors and soldiers out of all patience with them after the trouble they have had in getting here. Now and then the army have a little brush with their pickets, but that does not often happen.

It is not the intention of these rebels to fight; the men are tired of the war, and many of their officers are anxious to go into cotton speculations. A large trade has been carried on between this and New Orleans, the rebels receiving supplies for their cotton. There is a surprising abundance of every kind of food in this country, and no suffering among the people except for luxuries; it would be folly to suppose they could all be starved out. The only way is to take possession of this rich region, hold it with a strong military and naval force, and enforce the laws.

There are some good Union men here who have suffered much. I hope the day of their delivery has come.

General Smith has left a good force at the forts (and I left the *Benton* and *Essex*) to destroy them effectually, which will be some labor. We have seven or eight thousand troops in this city, and are expecting to hear soon of General Banks' arrival. He has been delayed by storms, which have made the roads heavy.

The force that left the forts with a party under General Polignac from Harrisonburg has gone out to meet General Banks, who will soon dispose of them, and the chances are that when all our cavalry (now approaching with General Banks) get after them, the rebels will be captured or scattered, not to unite again for some time.

I am sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

P. S.—I beg leave to mention as a proof of the rapidity with which this portion of General Sherman's command, under Brigadier-General A. J. Smith, did their work, they marched 28 miles, starting at daylight, built a bridge, which cost them over two hours' hard work, had sharp skirmishing, and artillery attack of two hours, and had possession of the forts (all intact) before sunset.

It is one of the best military moves made this war.

I beg leave to inclose copy of Lieutenant-Commander S. L. Phelps' report.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

[Enclosure.]

U. S. IRONCLAD RAM EASTPORT,
Alexandria, La., March 16, 1864.

SIR: In obedience to your order of the 12th instant, I proceeded up Red River, the *Lafayette*, *Choctaw*, *Osage*, *Neosho*, *Ozark*, *Fort Hindman*, and *Cricket* in company, meeting with no obstacle till we reached the obstructions 8 miles below Fort De Russy on the 14th instant. The great length and draft of the *Lafayette* and *Choctaw* rendered it difficult for them to navigate this narrow and crooked river, and our progress was slow. Near the head of the rapids were works for light artillery, commanding a difficult turn in the river, which had been recently abandoned.

The obstructions consisted of piles, driven across the river, supported by a second tier of shorter ones, on which rested braces and ties from the upper ones. Immediately below these is a raft of timber well secured across the river and made of logs, which do not float. Finally a forest of trees had been cut and floated down upon the piles from above. The river had broken through these obstructions and had partially undermined the rifle-pits on the right bank. The *Fort Hindman* removed a portion of the raft, when I ran this vessel up, and both by pulling and ramming broke out the piles and framework still obstructing the passage of vessels. This work consumed nearly the entire day.

The *Osage*, *Fort Hindman*, and *Cricket* followed me through, and we hastened up to the fort. For a short time there had been rapid artillery firing, which ceased as we came in sight of the works, then

about sunset, except three shots fired by the rebels from a gun in an angle of the water battery.

We could see the enemy using musketry from the parapets of the rear works, but could see nothing of the attacking force. An officer from General Smith had reached the vessel, notifying me of the approach of his force, but with no advice as to time or plan of attack.

The line of fire of the gunboats would have passed directly to the rear of the works, injuring our own people more than the enemy in his works. I fired a short-fuzed shell at an elevation as a signal gun, and then ventured one 100-pounder rifle shell at the water battery, which shell burst over it, and the enemy ran from it. A few moments after this a white flag was displayed from the rear works, some 600 yards from the water battery, and which alone had been attacked.

The guns and works were captured uninjured and 185 prisoners fell into General Smith's hands, those of the enemy occupying the water battery making good their escape.

General Walker, the rebel commander, had marched out with 5,000 men, ostensibly to attack our approaching land force, leaving a garrison of but 300 men to defend works incomplete and of considerable extent and which, if complete, had been of great strength.

Your order of the 14th instant was delayed some five hours beyond the time necessary in reaching me and in consequence I did not reach this place till the evening of the 15th, a short time after the lighter vessels pushed on ahead, and which had arrived one-half hour too late to capture six steamers which had succeeded in getting over the falls and escaping with one exception, the steamer *Countess*, burned by the enemy after grounding on the falls. Had your order duly reached me, we no doubt would have captured the steamers. By morning nine gunboats had arrived and I landed a force of 180 men to occupy the town and to seize rebel property. This force, under Lieutenant-Commander Selfridge, was in occupation of the place when you arrived. Seven prisoners of war were captured by the pickets.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Letter from Brigadier-General Mower, U. S. Army, to Rear-Admiral Porter, U. S. Navy, hoping for sufficient water to reach Shreveport.

HDQRS. FIRST AND THIRD DIVISIONS, 16TH ARMY CORPS,
Alexandria, La., March 17, 1864.

I have the honor to acknowledge the receipt of your communication with reference to the depth of water on the shoals. I still hope we shall have sufficient water to be able to proceed to Shreveport.

I am, sir, very respectfully, your obedient servant,

JOS. A. MOWER,
Brigadier-General, Commanding.

Admiral D. D. PORTER,
Commanding Naval Forces.

Report of Commander Townsend, U. S. Navy, regarding a test of the strength of Fort De Russy, considered by the Confederates as invulnerable.

U. S. IRONCLAD STEAMER *ESSEX*,
Off Fort De Russy, Red River, March 17, 1864.

ADMIRAL: You know the apparently formidable character of the iron-plated, casemated battery constructed by the rebels here at the head of the bend. Some of the rebel officers, prisoners, had boasted of its invulnerability. Consulting with General A. J. Smith, commanding, we concluded to test, last evening, the powers of endurance of this paragon of rebel defensive works. The fear of injuring our own people engaged in demolishing the other works somewhat limited my choice of position, but I was able to select one, nearly in front, distant about 550 yards from the battery. As it was nice work, I directed Acting Master Parker, my executive officer, to sight the gun. Although the glare of the setting sun was not favorable to accuracy of aim, the shots were good ones. One of the Parrott 100-pounder rifles was used, one percussion shell and four solid shot being fired. Even the shell broke and shattered the railroad iron, whilst the solid shot crashed through, making holes from 18 to 30 inches long by 8 to 11 inches wide, burying themselves to the depth of $1\frac{1}{2}$ to 2 feet in the solid oak backing, and badly starting the timbers on the inside. One shot struck the crest of the work, tearing off four or five of the bars of railroad iron, 6 and 8 feet long, and hurling them 20 to 30 yards beyond. A shorter piece, flying into the air at an angle of 45° , was thrown over a couple of hundred yards back into the woods. All of the shots could be covered by a circle 10 feet in diameter. Generals A. J. Smith and Kilby Smith came to the conclusion that 50 similar shots would use up this seemingly invulnerable work. I enclose a rough sketch that will give you some idea of the effect of the firing.

General Smith, with his troops, leaves here this morning. Under your orders, I will remain with the *Essex* and *Benton*. We have got down to the bank the following guns: Two IX-inch; 1 rifled 32-pounder banded; one 32-pounder of 61 hundredweight; and two 32-pounders of 33 hundredweight. Also one IX-inch Marsilly carriage, and all the shot and shell. The powder has been and will be used in destroying the works. But General Smith will give you the particulars. I will mention, only, as the result of our experience, that a gun weighing over 9,000 pounds can be slung (dragging) to the axles of an army wagon and drawn by 18 mules.

I have the honor to remain, very respectfully, etc.,

ROBERT TOWNSEND,
Commander, U. S. Navy, Commanding.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Greer, U. S. Navy, commanding U. S. S. *Benton*, regarding expedition in search of cotton, and leaky condition of that vessel.

U. S. S. *BENTON*,
Off Fort De Russy, March 18, 1864.

SIR: I have the honor to inform you that yesterday I got underway with this vessel and ran up a few miles and back, to look for some

cotton. I was obliged to change the position of the vessel to be clear of the effects of the blowing up of a magazine. In our little trip the vessel did not at any time strike the bank with any force. She grazed it a few times, but that did not jar her. After making fast, she commenced leaking more freely than ever; we, however, kept it under, and, by shifting weight from the starboard quarter, we have the leak under control.

I am fully convinced in my own mind that the oakum has, to a certain extent, been jarred out of the seams on the starboard side, and possibly on the bottom. When we remain quiet, the leak subsides, but working the engine causes her to open again.

I am sorry to have to make so bad a report of our condition. I have not been able to withdraw my letter of the 15th instant, reporting that we were all right again.

I have removed a good deal of weight from the vicinity of the leaks, and think that, with careful handling, we can get along very well.

Very respectfully, your obedient servant,

JAS. A. GREER,

Lieutenant-Commander, Commanding Benton.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Report of Rear-Admiral Porter, U. S. Navy, forwarding sketch showing effect of rifle shot on Fort De Russy.

No. 86.]

MISSISSIPPI SQUADRON,

Off Alexandria, La., March 20, 1864.

SIR: I enclose a sketch * of an iron casemated battery showing the effects of four rifle shot from the guns of the *Essex*—the experiment having been tried to test the work. The distance fired from was 550 yards.

This is one of the strongest works ever built of earth and iron, and was supposed capable of effectually resisting our ironclads.

Ten 100-pounder rifles, ten XI-inch guns, twenty IX-inch, six 30-pounder rifles, and eight VIII-inch guns would have been brought to bear on this work at one time, to say nothing of 50 guns firing shrapnel—the result can be easily imagined.

I send the sketch for the information of the Bureau of Ordnance.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER,

Rear-Admiral.

HON. GIDEON WELLES,

Secretary of Navy, Washington, D. C.

* See vol. 11, p. 733.

Report of Rear-Admiral Porter, U. S. Navy, transmitting sketch of Fort De Russy and surrounding country.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Off Alexandria, La., March 21, 1864.

SIR: I have the honor to enclose herewith for the information of the Department a sketch of Fort De Russy, Red River, and the surrounding country.

I am, sir, very respectfully, your obedient servant,
DAVID D. PORTER,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Volunteer Lieutenant Dominy, U. S. Navy, commanding U. S. S. General Bragg, regarding the loan of howitzer to transport Black Hawk, carrying Major-General Banks, U. S. Army.

U. S. S. GENERAL BRAGG,
Mouth of Red River, March 23, 1864.

SIR: Major-General Banks arrived here this evening on the transport *Black Hawk*, bound up Red River. He desired a convoy, which, being unable to give him, I, at his request, loaned him my 12-pound howitzer, he promising to return it by first opportunity.

The *Brown* arrived this evening with three barges of coal, and she starts up in the morning with one barge for Alexandria. As the *B.* has no Red River pilot aboard of her, I send a man who has been loaned to me by the *Black Hawk*, and have requested him to report to you on his arrival.

Very respectfully, your obedient servant,
C. DOMINY,
Acting Volunteer Lieutenant, Commanding.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Letter from Brigadier-General Smith, U. S. Army, to Rear-Admiral Porter, U. S. Navy, regarding fuel.

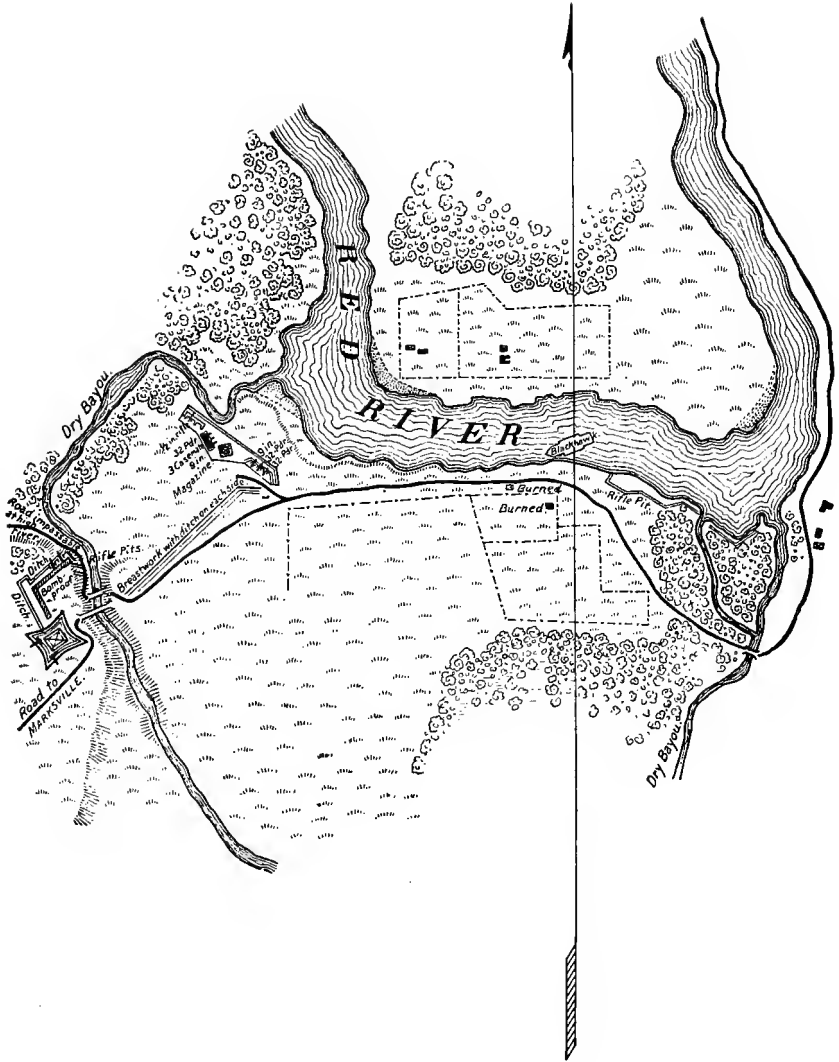
HEADQUARTERS RED RIVER EXPEDITION,
Steamer Clara Bell, March 24, 1864.

Many of my boats are quite out of wood. I am informed it can be procured about twenty miles below on the river bank. Will I have time to run a portion of the boats down to wood up? What little coal we have I want to save.

Very respectfully, your obedient servant,
A. J. SMITH,
Brigadier-General.

Admiral D. D. PORTER.

[Enclosure.]



SKETCH OF FORT DE RUSSY, LA., MARCH, 1864.

C. Fendall, United States Coast Survey.

NOTE.—The Navy took possession of these forts in 1863 and partly destroyed them. On their leaving the river the works were again taken possession of by the rebels, who commenced rebuilding them and added considerably to their size. March 14, 1864, Fort De Russy was recaptured by the United States forces under Gen. A. J. Smith, of the Sixteenth Army Corps, the gunboats, *Eastport*, *Osage*, *Fort Hindman*, and *Cricket* approaching at the time. The Army took it by assault with small loss.

Report of Rear-Admiral Porter, U. S. Navy, stating the amount of cotton captured in Red River.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Off Alexandria, La., March 24, 1864.

SIR: I have the honor to report that we have captured 2,021 bales of rebel cotton since we came into this river, all of which has been sent to Cairo, together with 28 barrels of molasses. I have the honor to be,

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Rear-Admiral Porter, U. S. Navy, to judge of the district court of Illinois, naming vessels entitled to share in prize cotton, etc.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Off Alexandria, La., March 24, 1864.

SIR: I have the honor to report for adjudication and condemnation 2,129 bales of cotton, 28 barrels molasses, and 18 bales of wool, captured from the rebels and belonging to Confederate Government. This cotton, wool, and molasses were captured in presence of the following vessels, which are all entitled to share in the prize. I would respectfully request that the cotton may be sold as soon as possible, as it is badly baled, and it may be accidentally burned and lost to the Navy.

I also request that previous to being sold it may be advertised in the Cairo papers.

Vessels entitled to share: *Black Hawk, Eastport, Lafayette, Neosho, Ozark, Choctaw, Osage, Chillicothe, Louisville, Carondelet, Benton, Pittsburg, Mound City, Essex, Lexington, Ouachita, Fort Hindman, Cricket, Gazelle, General Price.*

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

HON. S. H. TREAT,
U. S. District Judge, Springfield, Ill.

Report of Commander Townsend, U. S. Navy, regarding outrages committed by negroes and referring to another test of batteries at Fort De Russy.

U. S. IRONCLAD STEAMER ESSEX,
Off Fort De Russy, March 25, 1864.

ADMIRAL: I have the honor to acknowledge the receipt of your letter of yesterday's date by the hands of Mr. Voorhees. My action in regard to the outrages committed by negroes had anticipated your instructions, and I have not received any complaints since Sunday last. The army established here a recruiting station for colored troops, with contraband camp attached, under charge of a Captain

Lee. He had enlisted some 257 soldiers, and some 700 or 800 other negroes have come into the camp. The latter are mostly women and children. As soon as I learned of the perpetration of outrages—there have been very few altogether—I sent for Captain Lee, and assumed the authority of giving to him such orders as would prevent their recurrence, and some real grievances I caused to be redressed. I did not pretend to any direct control over those belonging to the Army; but I assured Captain Lee that in the interests of humanity I would take means to prevent outrages and severely punish offenders. I found him disposed to do all in his power to preserve good order, and for several days past I have heard no complaints, save of insolence or threats on the part of the negroes. I confined one contraband twenty-four hours in double irons for making threats to burn a small lot of cotton. He was terribly frightened, and the effect was good.

Before burning the railroad-iron casemated battery, I gave its powers of endurance another trial, this time with IX-inch solid shot, at about 300 yards. The guns had the best of it, the shot cutting out and rending the iron (4 inches thick) and burying themselves in the wood. None passed through, though splinters of oak were torn off on the inside; one splinter was 7 feet long, a foot wide, and half a foot thick, or deep. Iron bars were sent spinning high in air and fell, with a boomerang-like eccentricity and rush, in rear of the work. As the *Missouri* is similarly protected, these experiments assure us of the success that must attend our attack, should she wait to receive it. As soon as a diagram of the casemate is completed I will send you a regular report.

Trusting, admiral, that you will bear in mind your promise to send for us when there is water enough, I have the honor to remain,

Very respectfully, your obedient servant,

ROBERT TOWNSEND,
Commander, U. S. Navy, Commanding.

Rear-Admiral DAVID D. PORTER, U. S. Navy.

Commanding Mississippi Squadron.

Letter from Brigadier-General Lee, U. S. Army, to Rear-Admiral Porter, U. S. Navy, requesting means of ferriage for a cavalry picket.

HDQRS. CAVALRY DIV., DEPT. OF THE GULF,
Alexandria, La., March 25, 1864.

DEAR SIR: I am directed by General Banks to place a cavalry picket on the opposite bank of the river.

Will it be convenient for you to place at my disposal, at 2 p. m. to-day, means of ferriage for about 75 to 100 men and horses?

I am respectfully, your obedient servant,

A. L. LEE,
Brigadier-General, Comdg. Cavalry, Department of Gulf.

Rear-Admiral D. D. PORTER, U. S. Navy,

Commanding Mississippi Squadron.

Letter from Major-General Banks, U. S. Army, to Acting Volunteer Lieutenant Dominy, U. S. Navy, urging the restriction of boats and individuals from passing into Red River.

HEADQUARTERS DEPARTMENT OF THE GULF,
New Orleans, March 23, 1864.

CAPTAIN: Orders have been given at New Orleans to pass no boat for the Red River except in the employment of the Government. No citizen or person not connected with the Army should be allowed to go up the river except upon a pass approved by myself or Brigadier-General James Bowen, provost-marshal of the department. No recruiting officer or other person not in the service of the Government should be allowed to go up without such a pass. The public service requires that this regulation should be strictly enforced. All boats in the service of the Government are chartered by the quartermaster, Colonel S. B. Holabird, and no person, except he be in his service, will be passed upon these boats.

Very respectfully, your obedient servant,

N. P. BANKS,
Major-General, Commanding.

Captain C. DOMINY,
Commanding Fleet at the Mouth of Red River.

Order for officers in charge of patrol.

U. S. S. BENTON, *March 25, 1864.*

Destroy everything in the shape of a boat or scow, no matter to whom it may belong. Disarm any negroes found committing outrages. Take no one on board the tug other than prisoners. If you find anyone carrying letters, take him prisoner.

If you see anyone with, or attempting to use offensively, torpedoes, shoot him on the spot.

Keep the men under control and allow no straying from the river bank.

Allow no pillaging. The officer in charge will do all the business.

JAMES A. GREER,
Lieutenant-Commander.

Report of Lieutenant-Commander Greer, U. S. Navy, regarding the arrest of Nelson Bunker and destruction of flats and skiffs by patrol vessel.

U. S. S. BENTON,
Fort De Russy, March 26, 1864.

SIR: I have the honor to inform you that, to-day, the party that were on the tug patrolling arrested, about 20 miles above this place, a man, Nelson Bunker, who was dressed in the United States uniform and says he belongs to the Second New York Regiment. He says he got drunk at Alexandria and was induced by a companion to leave. Our men chased but did not succeed in capturing the man referred to. By direction of Commander Townsend I send the

prisoner to you on the *Fort Hindman*. The tug party destroyed a large number of flats and skiffs.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander, U. S. S. Benton.

Rear-Admiral DAVID D. PORTER.

Report of Acting Volunteer Lieutenant Dominy, U. S. Army, regarding restriction of boats and individuals passing into Red River.

U. S. S. GENERAL BRAGG,
Mouth Red River, March 26, 1864.

SIR: As Major-General Banks passed up by here he left me a copy of an order issued in New Orleans, and requested me to bring all boats bound up Red River alongside, and to see that no citizens were allowed to go up that river without the proper passes, and since I received his request I have done so.

I inclose a copy of the order.

I am, respectfully, your obedient servant,

C. DOMINY,
Acting Volunteer Lieutenant, Commanding.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Greer, U. S. Navy, regarding the seizure of cotton.

U. S. S. BENTON,
Off Fort De Russy, March 28, 1864.

SIR: I have the honor to inform you that a party from this vessel seized, yesterday, 13 bales of cotton on the abandoned plantation of a noted rebel named Bondurant. To-day our men got 18 bales from the same place, which they baled themselves, using up an old awning for the purpose.

I have now on hand 62 bales, and have to request that we may be relieved of it, as it is difficult to keep it dry during the rains.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander, Commanding Benton.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Rear-Admiral Porter, U. S. Navy, regarding the slow progress up the river of the vessels of his command.

No. 97.] MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Alexandria, La., Mound City, March 29, 1864.

SIR: Being about to leave for Shreveport, or as high up the river as I can get, I have the honor to report progress.

After a great deal of labor and two and a half days' hard work, we succeeded in getting the *Eastport* over the rocks on the falls, hauling her over by main force. Now and then a rise of an inch or so of water would help her along, and she finally was enabled to pass the advance of the army encamped on the bank of the river 25 miles above Alexandria. Other vessels got through, and a few more remain to be got over, when we will push on to the end. It is very slow work getting over these rocks, but as yet we have met with no accidents. One hospital ship [*Woodford*], belonging to the Marine Brigade, sunk on the falls by striking on the rocks, but all the rest of the transports went over safely. I shall only be able to take up a part of the force I brought with me, and leave the river guarded all the way through. The rebels are retreating before the army, and, as usual, are destroying everything that can fall into our hands, treating public and private property alike. This is the last hold they will have in this country, and they seem determined to wreak their vengeance on the unoffending inhabitants who have some little cotton to dispose of. Their destructiveness has been a death blow to the rebellion in this State, and General Dick Taylor has left a name behind him to be execrated when the rebellion is long past. Confederate money is worth here one quarter of a cent on the dollar, or the most I have heard offered is 3 cents. The currency of a country is the best proof of its prosperity. The health of the squadron, I am happy to say, continues good.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C

Order of Commander Townsend, U. S. Navy, to Lieutenant-Commander Greer, U. S. Navy, commanding U. S. S. *Benton*, to proceed above Alexandria.

U. S. IRONCLAD STEAMER *ESSEX*,
Off Fort De Russy, March 30, 1864.

CAPTAIN: The admiral gives me the following instructions in regard to the *Benton*:

Direct Captain Greer to proceed up river, if his leak will permit, as far as the high bluff 8 miles below Alexandria, [La.], or where they commenced a fort last year. I want him to lie where he will command the position with his guns, and at the same time leave the channel clear.

No other orders are necessary. Your own excellent judgment will guide you in any such exigencies as may chance to arise.

In parting from you after our genial and very pleasant companionship, both official and personal, I can not but express the sincere regret I feel in bidding you good bye.

Trusting that the intercourse that has proved so agreeable may often again be renewed,

I remain, very respectfully and truly, yours,

ROBERT TOWNSEND,
Commander, U. S. Navy.

Lieutenant-Commander JAMES A. GREER, U. S. Navy,
Commanding U. S. Ironclad Benton.

Letter from Brigadier-General Stone, U. S. Army, to Rear-Admiral Porter, U. S. Navy, regarding the obstruction of the river by the enemy.

HEADQUARTERS DEPARTMENT OF THE GULF,
Alexandria, La., March 30, 1864—11:15 a. m.

ADMIRAL: I have the honor to inform you that I have been informed that the enemy are trying to obstruct the river at Loggy Bayou.

Very respectfully, your obedient servant,

CHAS. P. STONE,
Brigadier-General, Chief of Staff.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Greer, U. S. Navy, giving list of captured cotton collected at Fort De Russy.

U. S. S. BENTON,
Off Fort De Russy, March 30, 1864.

CAPTAIN: I have the honor to submit the following list of cotton now at this point:

Seven bales seized on the Atchafalaya on March 13, 1864, from a rebel, name unknown.

Twenty-four bales seized on Red River, March 16, 1864, at Mr. Brochard's. Loyalty doubtful; married six months ago widow of a man who died or was killed in C. S. Army. This woman, it is said, owned the property.

Eight bales, March 29, 1864, same.

Eighteen bales, March 27, 1864, Red River, Johnson's place. He is a bitter rebel, gone to Texas. This cotton is said to be owned by a Mr. Voinché (of very doubtful loyalty and reputation); claims to be a foreigner, it is said.

Thirteen bales, March 28, same as above.

Nine bales, March 29, same as above.

Forty-six bales, March 30; seized at Mr. Guillebert's, near Marksville. A bitter rebel.

Ten bales, March 30; seized at Mr. Gangrous' place. Said to be loyal.

Three bales, March 30; seized at Mr. Garrett's. Said to be loyal.

Twenty bales, March 30; seized at Justin Janeau's, Red River. Doubtful.

Ten bales, March 30; seized at G. W. Snoddy's, Red River. Said to be loyal.

One bale (damaged), March 30; seized at J. Norman's, Red River. Said to be loyal.

Total, 169.

Mr. Voinché, mentioned above, is said to be a bad man; has helped the Confederates very much. A man living near, or at Marksville, named Antoine Maras, can testify against him. I have not had time

to obtain his affidavit. Mr. Voinché is said to have a good deal of cotton in Marksville.

Very respectfully, your obedient servant,

JAMES A. GREER,
Lieutenant-Commander, Commanding Benton.

Commander R. TOWNSEND,
Commanding U. S. S. Essex.

Report of Lieutenant-Commander Greer, U. S. Navy, regarding captured cotton.

U. S. S. BENTON,
Off Bluffs, below Alexandria, April 1, 1864.

SIR: I have the honor to report my arrival at this place. On the two days previous to my departure from Fort De Russy I seized 107 bales of cotton, which makes a total of 169 that I have taken. I left it with Captain Townsend, to be sent up on first naval transport.

Very respectfully, your obedient servant,

JAMES A. GREER,
Lieutenant-Commander, Commanding Benton.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Letter from Major-General Sherman, U. S. Army, to Rear-Admiral Porter, U. S. Navy, making general reference to operations.

HQRS. MILITARY DIVISION OF THE MISSISSIPPI,
Nashville, April 3, 1864.

DEAR ADMIRAL: I received yours from Fort De Russy, and was much gratified that you were so well pleased with General A. J. Smith and the troops I sent with you up Red River. In organizing that command I had in view that end, as also a fighting column equal to anything. I could not control General Banks' movements, but he certainly assured me he was all ready and would beat my troops to Alexandria. He had for preparation all the time I was gone to Meridian, and I only had from the 3d of March to the 10th to put my troops on board at Vicksburg and join you at the mouth of Red River. But I can't be responsible for General Banks and leave him to play his own game of war. I clearly foresaw the course of events and stipulated that my quota of 10,000 would be wanted out of Red River by the 10th of April. I must have them and leave General Steele to continue to cooperate with General Banks.

Their conjoint forces are fully adequate to the remaining part of the programme. I understand from unofficial sources that General Smith, in cooperation with your fleet, has already captured the fort, De Russy, Alexandria, and also Natchitoches, including, I suppose, the fortified point, Grand Ecore. This leaves General Banks nothing but Shreveport, and it may be, if Red River is up, that before this reaches you Shreveport will be also in our possession. Forrest has

availed himself of our absence to come up as far as Paducah. He attempted to capture the fort, but was whipped off badly. He can not make a lodgment on the river anywhere, and the longer he stays up in that pocket the better chance we have of bagging or breaking up his force. I want Smith's command to move with great rapidity up the Yazoo as far as Greenwood, disembark, and occupy Grenada, then to act according to circumstances, and strike across to join on my forces here at Decatur, Ala. I wish you would let him have a few tin-clads up the Yazoo to cover the disembarkation and to escort back to the Mississippi his boats.

We are getting ready for big licks, and if it should so result that we can whip Lee and Joe Johnston fairly and squarely it would seem that a result is approaching. But I do not wish to indulge in dreams, but to use rapidly and boldly all the forces at my disposal. I write by this opportunity to Generals Steele, Banks, and A. J. Smith, all to the same effect. Socially, I regret that our operations are carrying us farther and farther apart, but in the end I hope we will meet again in a glorious peace, if possible.

Your friend,

W. T. SHERMAN,
Major-General, Commanding.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Fleet.

Report of Lieutenant Bache, U. S. Navy, announcing the death of Acting Volunteer Lieutenant Couthouy, U. S. Navy, of the U. S. S. *Chillicothe*.

U. S. S. LEXINGTON,
25 miles above Grand Ecore, April 4, 1864.

SIR: It becomes my sad duty to report to you the loss of Acting Volunteer Lieutenant Commanding Jos. P. Couthouy, of the *Chillicothe*. When about 5 miles above Grand Ecore on the evening of the 3d instant we discovered a couple of rebels lurking about some burning cotton and immediately gave them two howitzer shells, when they disappeared. Captain Couthouy being in the sternmost vessel, came on deck to see what the firing was about, and in the act of stepping from the ladder to the turret, was shot through the body. The ball passed through the starboard chimney before hitting him and was fired from the direction of the starboard quarter. The cowardly scamp got off, as I did not learn of the fact till after we came to, about 1 o'clock. Captain Couthouy desired me to tell you not to suppose that he exposed himself recklessly; that he went on the turret from a sense of duty. He died yesterday morning about 9 o'clock, and, I believe, not in much pain. I have had an air-tight coffin made, in which we hope to preserve his body till it reaches his family. Captain Couthouy, as you well know, sir, was recognized as one of our most valuable volunteer officers.

Very respectfully, your obedient servant,

GEO. M. BACHE,
Lieutenant, Commanding.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Order of Lieutenant-Commander Breese, U. S. Navy, to Acting Volunteer Lieutenant Richardson, U. S. Navy, commanding U. S. S. General Price, for convoy duty.

U. S. S. BLACK HAWK,
Alexandria, La., April 5, 1864.

SIR: You will, with your vessel, be ready to leave to-morrow morning at half-past 6, and as soon as the army transport *James Battle* is ready, will convoy her to the mouth of Red River. On your arrival take in what coal you require with all dispatch, and unless you should meet with coal coming up the river, take a barge in tow and return to this place.

Say to Captain Dominy that he must expedite the *Champion*, *Benefit*, and other boats ordered up here, all that lies in his power.

Respectfully, your obedient servant,

K. R. BREESE,
Lieutenant-Commander.

Acting Volunteer Lieutenant J. F. RICHARDSON,
Commanding General Price.

Report of Rear-Admiral Porter, U. S. Navy, announcing the death of Acting Volunteer Lieutenant Couthouy, U. S. Navy, of the U. S. S. *Chillicothe*.

MISSISSIPPI SQUADRON, FLAGSHIP CRICKET,
Off Grand Écore, La., April 7, 1864.

SIR: I regret very much to inform you of the death of Acting Volunteer Lieutenant Jos. P. Couthouy, commanding U. S. S. *Chillicothe*. This estimable officer was picked off by a guerilla while on the deck of his vessel, directing his guns on a large body of cavalry that were engaged at the time with our cavalry; the former were compelled to retreat by the fire of the gunboats. The death of Captain Couthouy is much regretted by officers and men, and by no one more than myself, as he was a zealous and patriotic officer.

He was shot on the 3d instant and died on the 4th. I am sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Lieutenant-Commander Breese, U. S. Navy, to Ensign Terry, U. S. Navy, to report to Rear-Admiral Porter, U. S. Navy, delivering stores to naval vessels on the way.

U. S. S. BLACK HAWK,
Alexandria, La., April 8, 1864.

SIR: You will take charge of the *Benefit* and proceed to join Admiral Porter up the river. Deliver the stores you have for the vessels as you go along with all dispatch.

Keep a bright look for the enemy along the banks. Never tie to the bank, but anchor in mid-stream, and always have an officer on

deck and one watch of men armed. Post sentinels and observe the usual practice of the river and this squadron.

Respectfully, etc.,

K. R. BREESE,

Lieutenant-Commander, Commanding.

Ensign S. W. TERRY, U. S. Navy,

In charge Steamer Benefit.

Letter from Brigadier-General Smith, U. S. Army, to Rear-Admiral Porter, U. S. Navy, regarding the grounding of steamer *Iberville*.

HEADQUARTERS DIVISION 17TH ARMY CORPS,
Steamer Hastings, April 8, 1864.

ADMIRAL: I have got the *Iberville* off, but she is very heavily laden with ordnance, drawing now $6\frac{1}{2}$ feet. Her pilot reports that she must be lightened before he can work further. I have ordered relief for her.

With highest respect, I have the honor to be, your obedient servant,

THOS. KILBY SMITH,

Brigadier-General, Commanding.

Rear-Admiral PORTER,

Commanding Mississippi Squadron.

Letter from Brigadier-General Stone, U. S. Army, to Rear-Admiral Porter, U. S. Navy, referring to the battle of Pleasant Hill, April 8-9, and proposing to communicate with the gunboats at Springfield Landing.

PLEASANT HILL, [LA.], *April 9, 1864.*

ADMIRAL: The major-general commanding directs me to inform you that the advance of his forces reached a point about 5 miles this side of Mansfield about noon yesterday. There the advance became engaged with a force of the enemy, which proved to be the combined forces of Green and Price. After hard fighting until sunset with largely superior numbers the advance party had to fall back, with considerable loss in men, artillery, and transportation, under cover of the Nineteenth Army Corps, which managed to hold its ground through the night and fall back to form a junction with General Smith's forces here this morning. I intend to return this evening on the same road with General Franklin's and General A. J. Smith's commands, and to be in communication with the transports of General Kilby Smith and the gunboats at Springfield Landing on Sunday evening or Monday forenoon. The major-general commanding has ordered General Grover to join his forces to those of General Kilby Smith as soon as practicable.

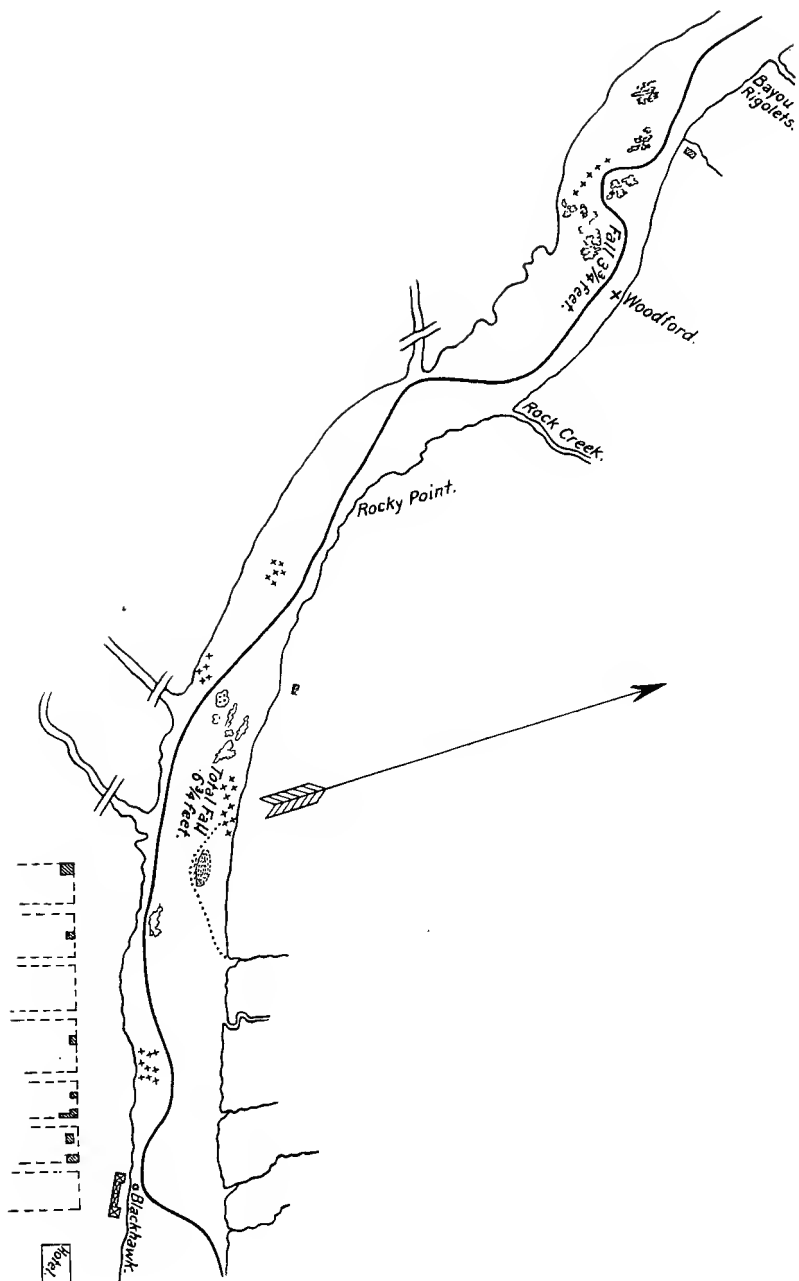
Very respectfully, admiral, your most obedient servant,

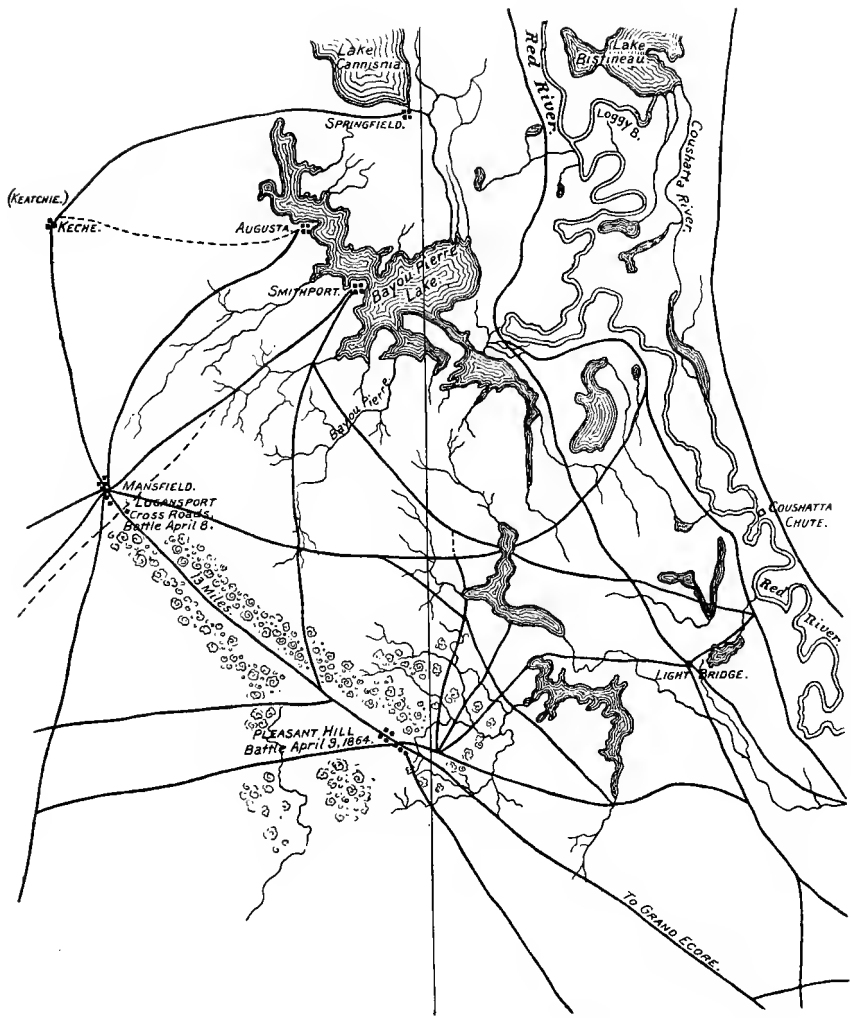
CHAS. P. STONE,

Brigadier-General and Chief of Staff.

Rear-Admiral D. D. PORTER,

Comdg. Miss. Squadron, off Grand Ecure.





SKETCH OF THE ROADS NEAR THE BATTLEFIELDS OF APRIL 8 AND 9, 1864.
 Maj. Le Duc.

Report of Rear-Admiral Porter, U. S. Navy, stating the difficulties existing after the battle of Pleasant Hill, April 8-9, in view of the proposed withdrawal of army forces.

FLAGSHIP CRICKET,
Grand Ecote, La., April 14, 1864.

SIR: Accompanying this is a report of my expedition up Red River. In that report I touched lightly upon army affairs from prudential motives, not deeming it prudent to give to the public all the facts connected with the case. Still, I deem it my duty to state to the department all the difficulties now existing. I have done all I could to cooperate with the army and make the move a successful one, and the cooperation has been carried on most harmoniously. I saw the orders of General Halleck to Generals Sherman, Steele, and Banks to undertake this campaign, indicating in a precise manner how it was to be done. The plan has been carried out to the letter, except gaining a victory, and the cooperation of the gunboats was deemed essential to success. At the beginning, while we cooperated with General A. J. Smith, of General Sherman's command, we carried everything before us, and if we have not met with continued success, it is owing to the delay of General Banks' army, who were ten days behindhand, an important period in a campaign.

The army here has met with a great defeat, no matter what the generals try to make of it. With the defeat has come demoralization, and it will take some time to reorganize and make up the deficiencies in killed and prisoners. The whole affair has been seriously mismanaged. Finding the enemy retreating before them with 25,000 men yet unscattered, our troops moved on with a certainty of meeting with no serious opposition. It was known, however, at headquarters that the enemy were posted at Mansfield, and talked of giving us battle, notwithstanding which 6,000 raw cavalry were placed in advance with a large baggage train close after them, and only supported by 2,500 infantry under General Ransom, who protested strongly, but in vain, against the arrangement. The enemy, numbering 15,000, took advantage of this state of things and attacked the head of the cavalry column with their whole force. Of course they were routed in a short time, fell back, running over the infantry, made a stampede among the wagons, and the whole mass was mixed up in inextricable confusion.

The action took place 4 miles this side of Mansfield and it was a disorderly rout as far as Pleasant Hill, 15 miles, where a stand was made. The enemy followed, doubtless much surprised with their easy victory, until checked by the Nineteenth Army Corps, under General Franklin, which opened its ranks and let the flying multitude pass to their rear. In their turn the Nineteenth Corps attacked the enemy and repulsed them in a very short time, but not in time to save the cavalry train, all of which fell into the hands of the rebels, and 18 pieces of artillery. Had Franklin's corps been in front a complete victory would have been ours. It was the worst managed affair that I ever heard of. I can not ascertain where the fault was.

It was determined, I believe, to retreat that night or next morning, but the enemy attacked the next day (the 9th) and our army had to act on the defensive. The enemy came on with a boldness

and desperation seldom met with during this war. Their canteens were found to be filled with Louisiana rum, which accounts for it. They were mowed down by our fire, and though at first they broke one of our wings, they had to stop when General A. J. Smith with 8,000 of the Seventeenth Corps charging through the Nineteenth Corps, met them with the bayonet, and the other troops rallying, poured in a destructive fire. The rebels fled in wild confusion, leaving their killed and wounded on the field and two of the guns captured from us the day before. General A. J. Smith chased them for 2 miles, when they disappeared, and did not stop until they had retreated 6 miles. This time we really gained the victory, though we came near losing it. Notwithstanding our success, it was decided to fall back to Grand Ecore, which was done. The rebels sent in a flag of truce, asking permission to bury their dead. They were, doubtless, much astonished to find no one there to receive it. This is one of those instances when two armies ran away from each other.

When I arrived here I found a bad state of affairs, the army much demoralized, and the men talking loudly of the mismanagement which thinned their numbers. General Sherman had sent a bearer of dispatches to recall General Smith's division, and I was waited for to decide what course to take. I raised my voice against its departure, on the ground that they had been victorious, were animated with a desire to go ahead, and had full confidence in their general. In the next place I felt assured that if General Smith should leave, it would be construed into a defeat by the rebels, and would result in the remainder of the army retreating with great loss of material.

The most important consideration, however, is that General Steele is now within striking distance of Shreveport, waiting for our troops to advance. If this army were to withdraw, the enemy would turn upon Steele with their whole force and crush him. He, not anticipating any of the unfortunate events which have occurred here, would probably come up with a very strong force in his front, while an equal one would be thrown in his rear. I wrote to General Sherman, explaining the reasons of retaining his men, which deficiency he can easily make up by taking from the large force in Arkansas (now not wanted), an equal number of men.

I was also influenced in my decision by a desire to save my squadron, which, if left here in falling water without a land force, the gunboats aground could do nothing, and this is a case of mutual protection. When I left here, I placed the vessels remaining behind in charge of Lieutenant-Commander Phelps, with orders to look out for them and watch the falling water. He had dropped some of them below the bar. When our army came in retreating, he ordered up four of the boats again to take position to cover our troops. That was all well and proper, but he should have dropped them down when he saw there was no danger of an attack, and I could then have easily got them to Alexandria. As it is, the thing is uncertain without a rise in the river. Now is the time of full river, the snows melting and the rains commencing, but we have nothing of the kind, the water falling steadily 3 inches a day. The moment I came down, I ordered the boats below the bar, but a pontoon bridge obstructs the way and detains us in getting along. I shall know in an hour what

success to expect. I shall then go to work lightening the vessels. In all my operations I have an eye to the water. As long as I have plenty of meat, I fear no other obstacles. In this instance I was governed by the reports made by Red River pilots that we would have plenty of water until June and a high rise at that time. General Banks was so impatient to move that all I could get him to say was, "There will be plenty of water," and dwelling much on the importance of the gunboats. It was well we came up, for I am convinced the rebels would have attacked this broken army at Grand Ecore had we not been here to cover them. I do not think our army would be in a condition to meet them. I can get away from here without trouble now by taking out my guns, and can lie below the town in 3 fathoms water for a long time to come, holding a position that would completely cover the army; but if I was to leave altogether, it would be a stain upon the Navy for all time to come, and would be followed by a disastrous retreat of the army with much loss of men. Under these circumstances I have determined to hold on to as many of the vessels as I can, hoping that the usual rise will come; we only want a foot more to go up and down as we please. I have light-draft vessels that will take the place of the heavy vessels in case I can take these below, but if the rebels bring in heavy guns, the ironclads will be the only ones to be depended on.

Now, sir, so far we have met with not the loss of a rope yarn. I even stopped to bring down a steamboat that the army had ordered to be burned, not wishing the rebels to say that we had to burn her.

I do not wish to lose anything, and want to understand at once whether the army is to leave us here in case they go away, or retreat while the water is falling. If so, I will lighten the gunboats of guns and everything else and work them over the bars.

I do not see why a fleet should not have the protection of an army as well as an army have the protection of a fleet. If we are left here aground, our communications will be cut off and we will have to destroy the vessels. I do not intend to destroy a rowboat if it can be helped, and if the proper course is pursued we will lose nothing. The army should hold this place until the last man can stand. If they leave we lose Steele's army and a portion (perhaps) of the gunboats. We will have spent all this time and treasure in an expedition that promised so much to our cause; we will lose the finest portion of Louisiana, where people are anxious to have the war ended, and where many of them have taken up arms in defense of the Union. Now, we can claim to have whipped the rebels in the last day's fighting, which partly wiped out the first day's disgrace, which was not the fault of our troops, but owing to a blind security and mismanagement and a contempt of the enemy—three things that should always be avoided by a good general.

I wish the department would give me its views without delay and direct Captain Pennock to send me the answer by a dispatch vessel. I must confess that I feel a little uncertain how to act. I could not leave this army now without disgracing myself forever, and when running a risk in their cause, I do not want to be deserted. One of my officers has already been asked if "we would not burn our gunboats as soon as the army left," speaking as if a gunboat was a very ordinary affair and could be burned with indifference.

I enclose two notes I received from Generals Banks and Stone. There is a faint attempt to make a victory out of this, but two or three such victories would cost us our existence.

I shall await your answer with anxiety, and remain,

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

HEADQUARTERS DEPARTMENT OF THE GULF,
Pleasant Hill, April 9, 1864.

The land column that was intended for the movement against Shreveport encountered a superior force 4 miles this side of Mansfield, and, being unable to communicate with the forces from the river, has been compelled to retreat. It is now our expectation to fall back to Grand Ecore.

You will make your dispositions accordingly. The fighting very sharp, but, from the situation of the country, it has been impossible to bring but a portion of our forces against the entire strength of the enemy.

The loss of the enemy has been very severe; ours serious. General Ransom has been wounded. If possible send a communication to General Steele.

I am, etc.,

N. P. BANKS,
Major-General, Commanding.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

HEADQUARTERS, DEPARTMENT OF THE GULF,
Pleasant Hill, April 9, 9:30 p. m.

ADMIRAL: By direction of the major-general commanding I have the honor to inform you that about noon yesterday the advance of his forces reached a point this side of Mansfield about 4 miles.

There the advance became engaged with a force of the enemy which proved to be largely superior, being the combined forces of Taylor, Green, and Price. After hard fighting until sunset with these superior forces, the advance party had to fall back with considerable loss in men, artillery, and transportation, under cover of the Nineteenth Army Corps, which managed to hold its ground through the night, and to fall back to form a junction with General A. J. Smith's forces, here this morning. This afternoon nearly at sunset the enemy attacked our forces here, with the command of yesterday strengthened by two divisions of General Price's army, which had not arrived in time to take part yesterday.

The enemy was driven at all points in the most brilliant manner by charges, and were utterly discomfited. We recaptured two guns taken from us yesterday, and captured caissons and other materials of great value to the rebels. The victory is a complete one, and,

together with the loss of morale, which is its natural consequence, will contribute greatly to the object in view in the expedition.

Very respectfully, I am, admiral, your obedient servant,

CHAS. P. STONE,
Brigadier-General, and Chief of Staff.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Selfridge, U. S. Navy, commanding U. S. S. Osage, regarding engagement of that vessel with Confederate cavalry at Blair's plantation, April 12.

U. S. S. OSAGE,
Grand Ecore, April 16, 1864.

SIR: I have the honor to inform you that while on my way down the river, having stopped at Blair's plantation, some 50 miles above this point, to protect the transport *Alice Vivian*, I was attacked by two brigades of dismounted cavalry and three pieces artillery, the whole under the command of General Green, amounting to not less than 2,500 men.

I waited till they got into easy shelling range, and opened upon them a heavy fire of shrapnel and canister. The rebels fought with unusual pertinacity for over an hour, delivering the heaviest and most concentrated fire of musketry that I have ever witnessed.

They finally broke in great confusion, leaving the ground covered with their dead and wounded, muskets, knapsacks, etc., for many yards from the bank.

Having received orders to rejoin you without delay, I regretted that I could not give the battlefield the inspection I desired. From the statement of the wounded, and the appearance of the field, the loss of the enemy could not have been less than 200.

General Green, who commanded, a colonel, and [a] major, are known to have been killed.

The *Lexington*, Lieutenant Commanding Bache, came down shortly after the action commenced, and, from her favorable position below, was enabled to pour in a most destructive enfilading fire, which materially hastened the result.

Company A, Ninety-fifth Illinois, was on board, and did good execution. Our total casualties amounted to 7 wounded.

General Green will prove a great loss, he standing as one of the best rebel generals this side of the Mississippi.

Very respectfully, your obedient servant,

THOS. O. SELFRIDGE,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant Bache, U. S. Navy, commanding U. S. S. *Lexington*, regarding engagement of that vessel with Confederate cavalry at Blair's plantation, April 12.

U. S. S. LEXINGTON,
Red River, April 13, 1864.

SIR: I have the honor to report that yesterday afternoon the enemy opened on the rear end of the fleet with three pieces of artillery, the *Osage* and this vessel being the only gunboats present. I immediately got the *Lexington* underway, steamed past all the vessels toward the battery, engaged it with our bow guns (VIII-inch) and drove it off in a few minutes, disabling one of the pieces. When within 600 yards of the battery, we encountered a very heavy fire of musketry from some fifteen hundred men, whom we passed at a distance of 20 feet. The enemy came boldly up to the edge of the bank, yelling and waving their side arms, so close that as a portion of the bank caved in from our fire, one of the rebels tumbled down within a few feet of the vessel. I now got our port broadside to bear on the enemy's line, and while the *Osage* poured in a front fire of grape and canister, we raked them with shell and shrapnel. They retreated precipitately into the woods after an engagement of forty minutes, having experienced a loss in killed and wounded of about 150 men, among them General Green, their commander, and one of their colonels.

This vessel fired 76 rounds in all of canister, shell, and shrapnel.

One casualty only occurred, Philip Dudley (landsman, colored), wounded in the arm, since amputated.

Very respectfully, your obedient servant,

GEO. M. BACHE,
Lieutenant, Commanding.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Rear-Admiral Porter, U. S. Navy, regarding the movement of the gunboats from Alexandria up the river in the attempt to reach Shreveport, and the retreat, with an account of engagement at Blair's Landing.

MISSISSIPPI SQUADRON, FLAGSHIP CRICKET,
Off Grand Ecore, La., April 14, 1864.

SIR: I had the honor of reporting to you the movements of the squadron as far as Alexandria, and the intentions of General Banks to move on at once to Shreveport. He deemed the cooperation of the gunboats so essential that I had to run some risks and make unusual exertions to get them over the falls.

The army started on the appointed day, and I pushed up the gunboats to cover them (if there should be need) as fast as they got over the falls. The vessels arrived at Grand Ecore without accident, and had good water, the river apparently about to reach its usual stage at this season. The *Cricket*, *Eastport*, *Mound City*, *Chillicothe*, *Carondelet*, *Pittsburg*, *Ozark*, *Neosho*, *Osage*, *Lexington*, *Fort Hindman*, *Louisville*, and *Pittsburg* were the vessels sent up, and a fleet of 30 transports followed them.

Grand Ecore was occupied by our forces without opposition, the works deserted. Lieutenant-Commander Phelps captured one 32-pounder on the river below Grand Ecore, which he destroyed, making 22 guns captured from the enemy since we entered the river.

The army had arrived at Natchitoches, near Grand Ecore, when I got up here, and were preparing for an immediate march. As the river was rising very slowly I would not risk the larger vessels by taking them higher up, but started on the 7th of April for Shreveport with the *Cricket*, *Fort Hindman*, *Lexington*, *Osage*, *Neosho*, and *Chillicothe*, with the hope of getting the rest of the vessels along when the usual rise came. Twenty transports were sent along filled with army stores and with a portion of General A. J. Smith's division on board. It was intended that the fleet should reach Springfield Landing on the third day, and then communicate with the army, a portion of which expected to be at Springfield at that time.

I found the difficulties of navigation very great, but we reached the point specified within an hour of the time appointed. At this point we were brought to a stop. The enemy had sunk a very large steamer, the *New Falls City*, right across the river, her ends resting on each bank, and her hull broken in the middle, resting on the bottom. This was a serious obstruction, but I went to work to remove it. Before I commenced operations, however, a courier came in from General Banks bringing the unpleasant and most unexpected news—our army had met with a reverse and was falling back to Pleasant Hill, some 60 miles in our rear. Orders also came to General Kilby Smith to return to Grand Ecore with the transports and the troops he had with him. Here was an end to our expedition for the present, and we reluctantly turned back, after having nearly reached the object we were aiming at.

The information we received was of a very unsatisfactory kind, and we did not know (really) what was the exact state of affairs, no letters having been sent by fast courier.

It would be very difficult to describe the return passage of the fleet through this narrow and snaggy river.

As long as our army could advance triumphantly it was not so bad, but we had every reason to suppose that our return would be interrupted in every way and at every point by the enemy's land forces—and we were not disappointed. They commenced on us from the high banks at a place called Coushatta, and kept up a fire of musketry whenever an opportunity was offered them. By a proper distribution of the gunboats, I had no trouble in driving them away, though from the high banks they could fire on our decks almost with impunity. As we proceeded down the river they increased in numbers, and as we only made 30 miles a day, they could cross from point to point, and be ready to meet us on our arrival below. On the left bank of the river a man by the name of Harrison, with 1,900 cavalry and four or five pieces of artillery, was appointed to follow us down, and annoy us. It was very fortunate for us that this person and his command were lately severely handled by a gunboat (a few weeks ago), which made them careful about coming within range. On the evening of the 12th instant we were attacked from the right bank of the river by a detachment of men of quite another

character. They were a part of the army which two or three days previous had gained success over our army, and, flushed with victory or under the excitement of liquor, they appeared suddenly upon the right bank and fearlessly opened fire on the *Osage*, Lieutenant-Commander T. O. Selfridge (ironclad), she being hard aground at the time with a transport (the *Black Hawk*) alongside of her, towing her off. The rebels opened with 2,000 muskets, and soon drove every one out of the *Black Hawk* to the safe casemates of the monitor. Lieutenant Bache had just come from his vessel (the *Lexington*), and fortunately was enabled to pull up to her again, keeping close under the bank, while the *Osage* opened a destructive fire on these poor deluded wretches, who, maddened with liquor, and led on by their officers, were vainly attempting to capture an iron vessel.

I am told that their hootings and actions baffled description; force after force seemed to be brought up to the edge of the bank, where they confronted the guns of the iron vessel, only to be cut down by grapeshot and canister. In the meantime Lieutenant Bache had reached his vessel, and widening the distance between him and the *Osage*, he opened a cross fire on the infuriated rebels, who fought with such desperation and courage against certain destruction that it could only be accounted for in one way. Our opinions were verified on inspection of some of the bodies of the slain, the men actually smelling of Louisiana rum.

This affair lasted nearly two hours before the rebels fled. They brought up two pieces of artillery, one of which was quickly knocked over by the *Lexington's* guns, the other they managed to carry off. The cross fire of the *Lexington* finally decided this curious affair, of a fight between infantry and gunboats. The rebels were mowed down by her canister, and finally retreated in as quick haste as they had come to the attack, leaving the space of a mile covered with dead and wounded, muskets, and knapsacks. A dying rebel informed our men that General [Thomas] Green had his head blown off, which I do not vouch for as true. If true it is a serious loss to the rebels. Night coming on, we had no means of ascertaining the damage done to the rebels. We were troubled no more from the right bank of the river, and a party of 5,000 men who were marching to cut us off were persuaded to change their minds after hearing of the unfortunate termination to the first expedition. That same night I ordered the transports to proceed on, having placed the gunboats at a point where the rebels had a battery.

All the transports were passed safely, the rebels not firing a shot in return to the many that were bursting over the hills. The next morning, the 13th instant, I followed down myself, and, finding at Campiti, 6 miles from Grand Ecore by land, that they had got aground, and would be some time getting through, I proceeded down in this vessel to Grand Ecore and got General Banks to send up troops enough to keep the guerrillas away from the river. We were fired on as usual after we started down, but when I had the troops sent up the transports came along without any trouble.

This has been an expedition where a great deal of labor has been expended, a great deal of individual bravery shown, and on such occasions the commander-in-chief is apt to find out the metal of

which his officers are made, and on future occasions it will enable him to select those who will not likely fail in the time of need.

To Lieutenant-Commander T. O. Selfridge, commanding *Osage*, and Lieutenant George M. Bache, commanding *Lexington*, I am particularly indebted for the gallant manner in which they defended their vessels and for their management during the expedition, always anticipating and intelligently carrying out my wishes and orders.

I found the fleet at Grand Ecore somewhat in an unpleasant situation, two of them being above the bar, and not likely to get away again this season unless there is a rise of a foot. I could not provide against this when over 100 miles up the river. If nature does not change her laws, there will no doubt be a rise of water, but there was one year—1846—when there was no rise in the Red River, and it may happen again. The rebels are cutting off the supply by diverting different sources of water into other channels, all of which would have been stopped had our Army arrived as far as Shreveport. I have done my best (and so have the officers and men under my command) to make this expedition a success throughout, and do not know that we have failed in anything we have undertaken.

Had we not heard of the retreat of the army, I should still have gone on to the end. A wise Providence which rules and directs all things has thought proper to stay our progress and throw impediments in the way for some good reason.

We have nothing left but to try it again and hold on to this country with all the force we can raise.

It is just as valuable to us and important to the cause as any other portion of the Union. Those who have interests here and are faithful to the Government, have a right to expect our protection, and when this part of Louisiana is conquered we hold Arkansas and all the right bank of the Mississippi without firing another gun.

There is a class of men who have during this war shown a good deal of bravery and patriotism and who have seldom met with any notice from those whose duty it is to report such matters. I speak of the pilots on the Western waters. Without any hope of future reward through fame, or in a pecuniary way, they enter into the business of piloting the transports through dangers that would make a faint-hearted man quail.

Occupying the most exposed position, a fair mark for a sharpshooter, they are continually fired at and often hit without so much as a mention being made of their gallantry.

On this expedition they have been much exposed, and have shown great gallantry in managing their vessels while under fire in this, to them, unknown river. I beg leave to pay this small tribute to their bravery and zeal, and must say as a class I never knew a braver set of men.

I also beg leave to mention favorably Acting Master H. H. Gorringe, commanding this vessel. He has shown great zeal, courage, and ability during this expedition, serving his guns rapidly and well at his post, night and day, ready for anything, and assisting materially in getting the transports by dangerous points. Mounting one of his 24-pounder howitzers on his upper deck, he was enabled to sweep the bank in all directions, and one or two fires had the effect.

He was of great service to me throughout the expedition, was slightly wounded, but nothing of consequence (owing to his exposing himself so much).

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER,

Rear-Admiral.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from Rear-Admiral Porter, U. S. Navy, to Brigadier-General Smith, U. S. Army, commending the services of Brigadier-General Thomas Kilby Smith, U. S. Army, in the movement to Springfield Landing and return to Grand Ecore, including engagement at Blair's (Pleasant Hill) Landing, April 12.

MISSISSIPPI SQUADRON, FLAGSHIP CRICKET,

Off Alexandria, La., May 4, 1864.

GENERAL: I have been so engaged during my return to this place that I have not had the time to express to you the high appreciation I have of the services of that excellent and gallant officer, Brigadier-General Thomas Kilby Smith, who, with a detachment of 2,000 men, accompanied the transports in the expedition to Springfield Landing. In that expedition we accomplished, under the most difficult circumstances, all that was required of us, and with a persevering enemy opposing us at almost every bend in the river, returned to Grand Ecore, very much against our will, without the loss of a particle of the material of war with which we started.

I can not speak in too high praise of the manner in which General Smith managed his part of the expedition, doing everything in his power to make it successful, and cooperating in a way to give me the most entire satisfaction. It reminded me of the olden time, when the gallant soldiers of the Department of the Tennessee, guarded by the gunboats, were pushing their way victoriously up the ever-to-be-remembered Arkansas River. We did not return this time with the same success, yet we went through scenes that tried men's mettle, and the associations of those exciting days will no doubt long be remembered by both of us. Nearly 100 miles in the rear of our army when we heard of its retreat back to Grand Ecore, and with a successful and indomitable foe ready to harass us at every step, everything was conducted as quietly as if we were still on our way to meet the enemy. We never realized until we returned to Grand Ecore that our army had returned discomfited to that place.

We reached Springfield Landing, the place appointed to communicate with our forces under General Banks, the troops were all landed, and in another hour would have been on the march to Springfield, hoping to greet our friends as conquerors. Our disappointment was great when informed by a courier that our army had returned to Grand Ecore and that all our perseverance and energy had been thrown away. The fire of the enemy was exceedingly annoying on our return, but the soldiers treated it with indifference, exposing themselves on all occasions and returning the fire with interest when fired into by the rebels. On the afternoon of the 12th April we were attacked at a bad bend in the river by a force of 2,500 men, with two fieldpieces, under the rebel general, Green, backed by a larger force of 5,000, with three fieldpieces.

The enemy attacked the rear of the transports, where there were two gunboats, one or two transports, and the *Hastings*, with General Smith on board, bringing up the rear. The enemy came in certain of victory, but the gunboats and the *Hastings*, *Rob Roy*, and one other opened on them vigorously, and after an hour and a half of hard fighting, in which the fragile transports were much cut up, the enemy retreated in confusion, with the loss of their best general (Green), about 20 officers, and 400 or 500 men. In this action General Smith bore a conspicuous part, and by his annoyance of the enemy, helped much to secure a victory, so important to us because of the death of the rebel general, Green, their most popular leader. From that time we were not so much molested, the 5,000 men in reserve concluding it best to let us alone.

At Campi some of the boats got aground, and anticipating further annoyance, I pushed on, and, as you know, requested you to send help to our exposed soldiers, which you promptly did. I regret that the help did not arrive quite in time to save a few lives, the enemy opening their batteries on the boats shortly after I left, which attack, I am informed, was coolly met and the rebels driven away. I hope it may be my good fortune to be associated with General Smith on some occasion where our exertions will meet with a better reward. Though we can not lay claim to any great success, we can safely say that we accomplished all that was required of us. I hope you will commend this gallant officer to General Sherman, who delights to know those under his command who do their duty faithfully and gallantly.

With much respect, general, I remain, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Brigadier-General A. J. SMITH,
Comdg. Detach. 16th and 17th Army Corps, Alexandria, La.

Letter from Major-General Banks, U. S. Army, to Rear-Admiral Porter, U. S. Navy, requesting cooperation of gunboats in expected attack upon the enemy.

HEADQUARTERS DEPARTMENT OF THE GULF,
Osborne's Plantation, April 13, 1864—8.30 p. m.

ADMIRAL: My headquarters are at Osborne's plantation for the night (marked Welsh's plantation upon the map) 8 miles distant from the enemy, according to the information we received here. I desire to move against him early in the morning, and shall rely upon the gunboats being in position to test the strength of his right, which rests upon the river. I hope you will be able to send forward such boats as may be necessary for this purpose. General Smith has been ordered to join us at 3 o'clock to-morrow morning. The enemy appears to be posted between the river and the Bayou Lamourie. This force is variously estimated at from ten to fifteen thousand.

I have the honor to be, with much respect, your obedient servant,

N. P. BANKS,
Major-General, Commanding.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Letter from Rear-Admiral Porter, U. S. Navy, to Major-General Sherman, U. S. Army, regarding the valuable services of Brigadier-General A. J. Smith's division and expressing disappointment at the result of the expedition.

MISSISSIPPI SQUADRON, FLAGSHIP CRICKET,
Off Grand Ecote, La., April 14, 1864.

DEAR GENERAL: You will no doubt feel much disappointed at not having General A. J. Smith's division returned to you in the time expected, but you will be reconciled when I assure you that the safety of this army and my whole fleet depends on his staying here. His is the only part of the army not demoralized, and if he was to leave there would be a most disastrous retreat. The army has been shamefully beaten by the rebels. There is no disguising the fact, notwithstanding the general commanding and his staff try to make a victory. Armies victorious don't often go back as this one has done. Your part of it maintained its reputation and saved the army from being beaten in a two days' fight. It is too long a tale to write, but some of these days I will give you a full and fair account of it. The defeat arose from sending 6,000 raw cavalry to attack an army of 25,000 men, said cavalry being accompanied by over 200 wagons. It was only supported by 2,500 men, and when these were overpowered by vastly superior numbers the cavalry fell back on them; the wagons stampeded and fell into the hands of the enemy. General Corse has heard it all and will tell you all about it. I was averse to coming up with the fleet, but General Banks considered it necessary to the success of the expedition, and now I can't get back again, the water has fallen so much. This has been terrible work—worse, if anything, than Deer Creek. There we had plenty of water; here no water and thousands of sharpshooters. The gunboats had some satisfaction out of the rebels yesterday. A couple of brigades, flushed with victory, made an attack upon two of them, and, excited by liquor, fought like madmen, coming up to the edge of the bank, where they were shot down like sheep. It is said we killed the rebel General Green, their best man.

I can not express to you my entire disappointment with this department. You know my opinion of political generals. It is a crying sin to put the lives of thousands in the hands of such men, and the time has come when there should be a stop put to it. This army is almost in a state of mutiny and not fit to go into a fight. They would follow A. J. Smith, though, anywhere. The more I see of that old gentleman the more I like him. He is a regular trump, and has no give-up in him. I have been up as far as Loggy Bayou, and there was brought to a dead stand by a large steamer sunk in the channel, resting on each bank. It was providential, or I might have gone farther and would have been cut off to a certainty. I am not sure that Banks will not sacrifice my vessels now to expediency; that is, his necessities. I only wish, dear general, that you had taken charge of this Red River business. I am sure it would have had a different termination. I am very tired and must close for the present.

With best wishes, etc., I remain,

DAVID D. PORTER,
Rear-Admiral.

Major-General W. T. SHERMAN,
Comdg. Mil. Div. of the Mississippi, Nashville, Tenn.

Order of Lieutenant-Commander Breese, U. S. Navy, to Lieutenant-Commander Greer, U. S. Navy, commanding U. S. S. Benton, to proceed to Alexandria.

U. S. S. BLACK HAWK,
Alexandria, La., April 15, 1864.

SIR: My instructions from Admiral Porter were to order your vessel to this place when I should deem it necessary.

Alexandria is threatened, and you will, immediately on the receipt of this, get underway and come here.

I will inform you on your arrival as to the position you will take.

Respectfully, etc., your obedient servant,

K. R. BREESE,
Lieutenant-Commander, Commanding.

Lieutenant-Commander JAMES A. GREER,
Commanding Benton, etc.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Townsend, U. S. Navy, to assume command at the mouth of Red River.

U. S. S. BLACK HAWK,
Alexandria, La., April 15, 1864.

SIR: The following is an extract from a letter I have this day received from Admiral Porter, who is at Grand Ecore.

Write to Townsend and tell him to get out of the river whilst there is a chance, and who will take charge of affairs at the mouth of Red River.

The admiral wrote in great haste, and the above comes from among a multiplicity of directions. His letter means for you to take charge of affairs at Red River (mouth of). He is endeavoring to get out as many of the vessels as he can, and from appearances there is to be a retrograde movement, which, however, please do not now make public.

Very respectfully,

[K. R. BREESE.]

[Commander ROBT. TOWNSEND,
Commanding U. S. S. Essex.]

Letter from Rear-Admiral Porter, U. S. Navy, to Major-General Sherman, U. S. Army, discussing the leaders and operations of the campaign.

FLAGSHIP CRICKET,
Off Alexandria, La., April 16, 1864.

DEAR GENERAL: I wrote you a hurried note the other day, by General Corse, and I imagine your disappointment at having your well-laid plans interfered with and having part of your command mixed up in an affair, the management of which would be discreditable to a boy 9 years of age. You need not blush, however, for anything that was done by your troops. General A. J. Smith was not in the fight on the first day, but on the second day, when Franklin's corps, which behaved nobly, began to waver before the wild and desperate shocks of the rebels, who came on shouting like madmen, he, with 8,000 men, charged through Franklin's ranks and met

the incoming devils with a "Hi! Hi!" that brought them to a full stop. Smith's men then poured in their volleys, which cut up the rebels into mince-meat; they turned and fled, and your boys chased them 3 miles, until everyone of them disappeared, leaving General Smith in possession of the battle ground, all the killed and wounded, twelve pieces of our artillery lost the day before, two of which he brought off.

At this important moment, when there was not a rebel within 6 miles of us, General Smith was ordered to retreat. He begged permission to remain long enough to bury his dead and remove his wounded, all of which was denied him. The Confederates sent in a flag of truce six hours after, asking permission to bury their dead, and found the cannon they had left behind them, and the killed and wounded in possession of the field. The general will never get over it as long as he lives; he cried like a child at having to leave his poor fellows on the field. I am, however, getting a little ahead of my story. I must give you a little sketch of the first day's fight, and tell you how it happened.

General Banks, you must know, has organized 6,000 infantry into mounted cavalry under the command of General Lee, who travels with 250 wagons and a camp train of many persons. He was not satisfied with his large command, but made frequent applications to General Franklin for 2,500 infantry as a guard to the cavalry. Franklin persistently refused to give him these men, very properly arguing that without them Lee would not be precipitating a battle, while with them he might get the army into a fight when they were not prepared for it.

On the 6th instant the army of General Banks left Grand Ecore. The fleet left at the same time for Springfield Landing, which we were to reach on Sunday, the 10th, at 12 o'clock. We made our time to the minute, with difficulties enough to appall a stout heart. General A. J. Smith left Grand Ecore the next day after the grand army, and had a terrible time in getting to the front through the numerous trains which completely blocked up the road. The same day that General Smith left Grand Ecore General Lee was set in advance with his cavalry to reconnoiter, his whole train of wagons in his rear (250 in all) close after him; the army, consisting of the Nineteenth Corps, under Franklin, some regiments of negroes, and the Thirteenth Corps, under Ransom, were coming on behind in only one road and in no particular order, as far as I can learn. There was sharp skirmishing in the front by the cavalry, who were apparently driving the enemy (that is the enemy were leading them into a trap), and Lee was sending Franklin messages to lend him 2,500 men with which to annihilate them. Franklin sent him word that he was not sent out to bring on a battle, and to fall back at once and act on the defensive until the main body of the army came up. Unfortunately, at this time General Banks rode to the front, and Franklin said he saw there was going to be terrible work. Lee's messages reached Banks, and he ordered Ransom with 2,500 men to reinforce Lee. Ransom protested against this disposition of his men, stating that they would be sacrificed, but General Banks ordered the movement. Franklin then prepared for the consequences which he knew were to follow. In a short time the cavalry, emboldened by the small success, brought on a fight. The part of the Thirteenth

Corps did its best to support them, but, opposed to about 15,000 infantry, were swept away almost to a man. The cavalry broke and fled back on the wagons, the wagons stampeded and blocked up the road, while such a scene ensued as was never seen before except at Bull Run.

Franklin opened his ranks and let the flying mass through, and received the rebels with such a murderous fire that they were soon dispersed, leaving many killed and wounded on the field. The rebels fought well that day, indeed desperately, coming up to the charge in a compact body and filling up their ranks as their men fell like veterans. It was just such a time as our men would have desired in the open field, but the panic created by the disorder at first was too great to get the men to do their work thoroughly. There was enough done, however, to allow us to hold our position and recover our lost trains. To expect to recover again the 18 guns we lost was out of the question. They were mixed up with the trains, and the rebels had secured them with 100 rounds of ammunition each. Three of the best batteries in the army were lost and most of the men killed or wounded. Part of Nims' battery was taken and all the ammunition wagons.

At 1 o'clock that night the army retreated back to Pleasant Hill, the fugitives arriving at Grand Ecore reporting that the army was cut to pieces, and I hear that when the general and staff arrived at Pleasant Hill he had lost all command of himself. I do not wonder at that. An uneducated soldier may be cool and pleasant enough in the hour of victory, but the true general is best known in the hour of defeat. General Banks lost all his prestige, and the men talked so openly of him that our officers had to check them and threaten to have them punished. Retreat was still the order of the day, and the army was ordered to fall back on Grand Ecore. The reason given was want of provisions. The rebels, however, pushed their advantage and attacked us on our own ground, charging right at the Nineteenth Army Corps, which met them like men, sweeping them away with artillery and musketry. Still on they came, and Franklin's commenced to waver, when General Smith came on with that splendid charge and scattered them like sheep.

Out of 500 cavalry that charged on A. J. Smith's division only one man escaped; every saddle was emptied. He saved the fortunes of the day, and chased the rebels, as I have stated in the former part of this letter. The latter retreated 15 miles without stopping, and our army soon followed their example, showing the singular spectacle of two armies running away from each other, both claiming the victory. Certain it is that the rebels sent in a flag of truce asking permission to bury their dead, and finding no one there, they took possession of the field with all our killed and wounded, the guns they had lost themselves, and have held it ever since. Our pickets do not extend even beyond Natchitoches, but we are encamped at Grand Ecore, the headquarters of the general near the big red brick house of De Russy's.

A. J. Smith is encamped on the plain above the bluffs, outside of the present line of defense. The gunboats are drawn up in line in front of A. J. Smith, who will have to take our fire over his head, which he is willing to do. While all the fighting was going on on shore the fleet was slowly and painfully working its way up Red

River, through snaggy bends, loggy bayous, shifting rapids, and rapid chutes. The rebels, frightened to death, went on before us, burning all the fine cotton (bales being hid in the woods), but destroying none of the corn or cattle. Of these we found an abundance, and though we only stopped at three or four places there was enough and more to satisfy the troops without touching the rations. It struck me very forcibly that this would have been the route for the army, where they could have traveled without all that immense train, the country supporting them as they proceeded along. The roads are good, wide fields on all sides, a river protecting the right flank of the army, and gunboats in company. An army would have no difficulty in marching to Shreveport in this way.

There is Bayou Pierre to pass and some bridges to be built, but that is child's play to our Western men, and "not so bad as being beaten" in a pine barren with only one road through it, and that a narrow one, where troops can not pass carts. I send you a correct map, which I think will give you a good idea of the views I have expressed, if you have not got it already, knowing this country as well as you do. Why General Banks went through a desert where he could not even find water (so he says) instead of a prolific country, I can not say. You know I have always said that Providence was fighting this great battle its own way and brings these reverses to teach us—a proud, stiff-necked, and unthankful people—how to be contented under a good government, if peaceful times come again. I hope it will teach us not to place the destinies of a great nation in the hands of political generals or volunteer admirals.

When I arrived at Springfield Landing I found a sight that made me laugh. It was the smartest thing I ever knew the rebels to do. They had gotten that huge steamer, *New Falls City*, across Red River, 1 mile above Loggy Bayou, 15 feet of her on shore on each side, the boat broken down in the middle, and a sand bar making below her. An invitation in large letters to attend a ball in Shreveport was kindly left stuck up by the rebels, which invitation we were never able to accept. We had landed, though, at Springfield Landing with many hundred thousand rations, 26 transports, and 6 gunboats. Word had already gone to General Dick Taylor, at Mansfield, that the transports contained many men (a large force), whereas we only had 2,000 under General Kilby Smith; still that report shook the rebels.

We surprised the guard who were watching our movements. My boat, the *Cricketer*, came on them suddenly; our men rushed on shore, nearly taking them while eating their supper, and the letter was lying on the table giving an account of our "strong force." When the recipient was in the act of reading it he got away to carry the news to Taylor, who would have been in full retreat on Shreveport had General Banks not appeared on the field on the morning of the 8th. While discussing the feasibility of getting the *Falls City* out of the way (we were provided with everything to do it) a courier rode in to tell us that Banks had been badly whipped and was in full retreat to Grand Ecore, and that the transports and troops were ordered "to return without delay," an easier thing said than done. We had disembarked the troops, none dreaming of anything but victory to one of the best appointed armies I ever saw in the field, and after getting in our pickets and getting the troops on board, I

reversed the order of steaming and with a heavy heart started downward, anticipating that the rebels, flushed with victory, with our army in full retreat before them, would come in on our flank and cut us to pieces.

The banks were high above our pilot houses and sharpshooters could annoy us with impunity. I was much annoyed when I found that General Banks's quartermasters had added to the convoy ten large steamers which I had expressly stipulated with General Kilby Smith were not to come up the river. We were detained six hours lightening one of them loaded with ammunition and the others were constantly getting into trouble. General Kilby Smith was in no way responsible for this outrageous proceeding, for it was done after we departed from Grand Ecore, and that officer left nothing undone to cooperate with me and carry the expedition through successfully. On all occasions I found General Smith ready and willing to cooperate in the same harmonious manner that has always existed between the Navy and the Army of the Tennessee. I am sure nothing will occur to interrupt that good feeling. As I anticipated, the rebels were soon aware of our turning back and were after us like a pack of wolves. They assailed us from every point, but the dispositions that were made always foiled them. We always drove them away with loss. The large transports so impeded us that it was with difficulty we made more than 20 miles a day, and it seemed that everything we came in contact with belonging to Banks' army was disorderly and a drawback to us. My gunboats were helping them off sand bars half the time, they having no disposition to help each other.

Small bands of 100 or 150 had followed us along until we arrived at a place called Graff's Bluff, where our friends, the negroes, informed us that the rebels had a battery. It was about 3 o'clock in the afternoon and I laid to the bank while two gunboats could get into position to whip the battery. They were permitted to occupy the place quietly, and I began to think there was none about. We shelled the woods in all directions and they kept quiet. At this moment a tremendous fire of musketry and heavy cannon, interspersed with artillery, broke out about 3 miles behind us. It sounded like a heavy battle. Hearing all the guns of the gunboats I did not fear for the result. It lasted so long that I at last turned my head upstream to join in the fray and met a gunboat coming down whose captain told me it was all over and the rebels had fled, so I tied up to the bank again, expecting the attack in front, when the firing commenced again and lasted until nearly sunset; in all, two hours.

It turned out to be what I had been expecting, an attack with artillery and infantry, 2,000 strong, in our rear, General Kilby Smith and two transports being divided from the main body by the artillery, which it was not proper to pass until silenced by the gunboats. This body of men was commanded by General Green, the best man they have, and one in whom the rebels place more confidence than anyone else. He led his men to the very edge of the bank, they shouting and yelling like madmen. They were handsomely received by the *Osage* and *Lewington* in the old style. General Smith, in the *Hastings*, with part of his men, poured in his fire, and amongst us the rebels were cut into mincemeat. General Green

and Colonel Chisum had their heads blown off with an 11-inch shell.

The ground was covered with killed and wounded and without great loss to ourselves. We whipped out 2,000 rebels and kept 5,000 more in the rear of us from advancing, not liking the reports of the first party's reception. This saved us from further molestation as far as large parties were concerned, but we were terribly annoyed by small bands. It being moonlight, I ordered all the transports to leave, and had they taken advantage of the time they would have arrived in Grand Ecore next morning. After getting them all ahead I reversed the order of sailing and followed them up, but when I arrived at Campiti I found them so mixed up and aground that I pushed on, and in three hours had General A. J. Smith underway with five regiments of infantry and a field battery. He arrived just in time to outflank the rebels with their heavy field battery, which they kept exclusively for the transports, hiding it when the gunboats came along. It was a most exciting and interesting week; much danger of being cut off unless aided by General Banks, which aid was not sent until I asked for it in person.

Some one got in in a quartermaster's boat who reported everything safe, and General Smith on that account did not go himself, though ready to start at a moment's notice. Finally all came in safely, not losing a rope yarn. Your men behaved splendidly and coolly, and General Kilby Smith like a brave and gallant officer. I shall always feel proud to be associated with him, and we will both likely remember for many a day the perilous scenes we have gone through together. I found General A. J. Smith much depressed at some things that had occurred, but anxious to go out and whip the rebels, which we are able to do without any trouble. Instead of that, I think General Banks is watching for an opportunity to retreat. If General Smith should leave him there would be a general stampede and much loss of material, and General A. J. Smith would be made the scapegoat. Finding the water falling I sent down my largest gunboats, and regret to say that the *Eastport* ran on a torpedo and sank. The damage was slight, and the shock only noticed by a few persons on board, and it was not for some time after they found water in her hold. She was five hours sinking, but we had no pumps that could save her. The captain forgot to put canvas under her bottom, which would have saved her. Unless we have more water I shall be kept above the falls, but with a land force at Alexandria I can hold my own until next year. We must hold the country, general, and not have to go all over this again.

Had Banks been victorious, as any ordinary general would have been, we would have had no trouble at all, but he has led all hands into an ugly scrape. I did all I could to avoid going up this river with him, but he would have thrown all the blame of failure on me had I failed to go. I have risked a great deal and only hope for a rise of water to get over the falls.

There are all kinds of surmises on the subject. We have had no rise this year at all. Do you think it will come? You know the nature of these rivers, having resided here so long. I have written you a long letter and said to you confidentially what I would not say to anyone else, knowing that it will go no farther. I am just down from Grand Ecore; have come to provide pumps to save the

Eastport, which I will do if Banks does not retreat. If he does, I will blow her up; am getting her guns off at once. Now, what is to become of Steele? Banks has sent him a messenger. Will he (think you) be sacrificed, or can he take care of himself? Why not reinforce him well and let him finish the job so badly begun? If this matter is left in this state it will be a lasting disgrace to us. The rebels had 22,000 men, about 19,000 effective. Losing General Green has paralyzed them; he was worth 5,000 men to them.

Wishing you success in all your undertakings, and asking your forbearance for writing you so long a letter, I remain, truly and sincerely, yours,

DAVID D. PORTER,
Rear-Admiral.

Major-General W. T. SHERMAN,
Comdg. Mil. Div. of the Miss., Nashville, Tenn.

Order of Lieutenant-Commander Breese, U. S. Navy, to commanding officer at mouth of Red River, to send assistance to the U. S. S. *Eastport*.

BLACK HAWK,
Alexandria, La., April 16, 1864.

SIR: The *Eastport* is sunk below Grand Ecore and may be raised if the *Champion* can be hurried up. I have sent orders previously to hurry them both up, and the admiral has done the same. Please use your utmost exertions to accomplish this.

Respectfully, etc., your obedient servant,

K. R. BREESE,
Lieutenant-Commander, Commanding.

Commanding NAVAL OFFICER,
Mouth of Red River.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Greer, U. S. Navy, commanding U. S. S. *Benton*, to return to his station in the Mississippi River.

U. S. S. BLACK HAWK,
Alexandria, La., April 16, 1864.

SIR: The admiral has directed me to write you as follows:

Get out of the river whilst there is a chance, and repair to his [your] old quarters.

In accordance with the above, you will proceed to your station in the Mississippi River, and report in writing to the admiral when you shall have reached the Mississippi, and also when you shall have reached your station.

Respectfully, etc., your obedient servant,

K. R. BREESE,
Lieutenant-Commander, Commanding.

Lieutenant-Commander JAMES A. GREER,
Commanding U. S. S. Benton, etc., Alexandria, La.

[Letter of same date and like tenor to Commander Robert Townsend, U. S. Navy, commanding U. S. S. *Essex* to proceed to mouth of Red River and take charge at that point.]

Letter from Major-General Banks, U. S. Army, to Lieutenant-Commander Selfridge, U. S. Navy, stating his intention of holding his position at Grand Ecore while looking for reinforcements from Missouri.

HEADQUARTERS DEPARTMENT OF THE GULF,
Grand Ecore, La., April 17, 1864.

SIR: I have the honor to acknowledge the receipt of your communication of this date. On the 15th I had an interview with Admiral Porter, in which our position was fully discussed, but I did not know that he was to leave this post.

In reference to the operations of the army, I can only say at present that we are here under instructions from the Government to move upon Shreveport in cooperation with the forces of General Steele. General Steele fails to cooperate with us as far as we can learn, and thus far, renders us no assistance. I have sent to him by the way of Little Rock to request of him to join us upon the line of Red River, where we can move forward in column against the enemy. With the cooperation of his forces, our occupation of Shreveport is certain and immediate. It is impossible to say at this time whether we shall receive this cooperation or not. Until it is ascertained definitely that this part of the plan of the Government at Washington will fall through, and that my force is insufficient to advance farther upon this line against the enemy, who appears to be in full force, I shall entertain no thought of a retrograde movement, certainly not if it leaves the navy in any danger. No such purpose is contemplated now. I have sent for all the troops that can be gathered from my own department to move to this point immediately. I have also requested, as I have stated, the cooperation of General Steele. Governor [Willard P.] Hall, of Missouri, who is here, expresses great interest in the success of this campaign, and will do all he can to send forces from Missouri, which he says can be spared from that State. If this assistance fails, I can then determine what course to pursue. Until then it is my purpose to maintain my position.

Had I known you to have been in command, or that Admiral Porter was absent, I should have sought an interview with you upon the subject embraced in your letter. In my interview with the admiral, he expressed the utmost confidence in the rise of the river, and did not speak of the withdrawal either of his vessels or the troops. His last suggestion to me was, that it would be imprudent for me to advance until the river should rise.

I will take an early occasion to explain to you in person my view of the situation of our affairs.

Very respectfully, your obedient servant,

N. P. BANKS,
Major-General, Commanding.

Lieutenant-Commander THOMAS O. SELFRIDGE,
On Board U. S. S. Osage.

Report of Lieutenant-Commander Selfridge, U. S. Navy, regarding assistance sent to the U. S. S. Louisville.

U. S. S. OSAGE,
Grand Ecure, April 18, 1864.

SIR: I have sent the *Neosho* below the bar. Learning of the *Louisville* being aground and in bad condition 15 miles below, I have sent the *Fort Hindman* down to assist her, the *Fort Hindman* to return as soon as the *Louisville* is off.

There is nothing new. I shall leave here when there is 5 feet water on the bar.

Very respectfully, your obedient servant,

THOS. O. SELFRIDGE,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Five and one-half feet on bar this morning; water falling fast. Would like orders to proceed direct to Alexandria. Saw General Banks this morning. He said nothing about an attack.

THOS. O. SELFRIDGE,
Lieutenant-Commander.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Volunteer Lieutenant Johnston, U. S. Navy, commanding U. S. S. Forest Rose.

U. S. S. BENTON,
Mississippi River, April 18, 1864.

SIR: Proceed to mouth of Black River, Louisiana, without delay and report to Lieutenant-Commander Breese or the senior officer present.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieut.-Comdr., Comdg. Benton and 4th Dist. Miss. Squadron.

Acting Volunteer Lieutenant J. V. JOHNSTON,
Commanding U. S. S. Forest Rose.

Report of Acting Volunteer Lieutenant Brown, U. S. Navy, commanding U. S. S. Ozark, of arrival at Alexandria.

U. S. S. OZARK,
Near the Falls (Alexandria), April 19, 1864.

SIR: I have the honor to report the safe arrival of the U. S. S. *Ozark* at the falls. There is not water to go through at present. We have had some trouble getting down, as we can not back to stop the vessels in the river.

The *Ivy* broke her propeller on the way from the *Eastport* to this vessel.

I picked up on my way down 23 bales cotton.

Very respectfully, your obedient servant,

GEO. W. BROWN,
Acting Volunteer Lieutenant, Commanding.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Order of Lieutenant-Commander Breese, U. S. Navy, to Acting Volunteer Lieutenant Morgan, U. S. Navy, commanding U. S. S. Signal, to protect coal and provision barges at Alexandria.

U. S. [S. BLACK HAWK],
Mouth of Red River, April 19, [1864].

SIR: You will proceed with your vessel to Alexandria, La., and on your arrival take position to protect the coal and provision barges at that place. Instruct your paymaster to receipt for the provisions from the paymaster's clerk in charge and keep a guard over it and the coal at all times. Report your arrival by letter to the admiral if you do not find him there, and also that you have mail for him.

Respectfully, etc., your obedient servant,

K. R. BREESE,
Lieutenant-Commander, Commanding.

Acting Volunteer Lieutenant EDWARD MORGAN,
Commanding Signal.

Order of Lieutenant-Commander Breese, U. S. Navy, to Acting Ensign Morong, U. S. Navy, commanding U. S. S. Argosy, for special duty at Fort De Russy.

U. S. [S. BLACK HAWK],
Mouth of Red River, April 20, [1864].

SIR: You will proceed with the vessel under your command to Fort de Russy, on Red River, and anchor in such a position in the river that you may prevent the rebels from occupying any of the deserted works. You will also give such protection as lies in your power to loyal inhabitants and their property. There is a quantity of railroad iron which it is desirable should be shipped out of the river, and should you have a favorable opportunity, by empty barge or otherwise, you will see that as much (or all of it) as can be taken be sent to Captain Pennock at Cairo. You will destroy all skiffs, flats, etc., above Black River.

You will keep yourself advised as best you can of rebel movements and do your best to frustrate them. Communicate freely with me at mouth of Black River by letter and with commanding naval officers at Alexandria by same means. Do not permit your officers or men to be on shore on liberty, and bear in mind that the admiral's general order requires you to keep your boats and men always under cover of your guns. Should any persons present themselves with proper permits to purchase cotton, you will permit them to do so, keeping a good lookout that their vessel be not captured. They should have a Treasury aid on board. No supplies to be permitted to land unless by permission of Admiral Porter or General Banks. You can, at your discretion, move a few miles above or below the fort, should you deem it proper, but at night you should always be at your station.

You will find a coal barge sunk a few miles below Fort de Russy, which, of course, it is desirable to save as much of as possible. The

contrabands at the fort might be made use of advantageously that way.

Respectfully, etc., your obedient servant,

K. R. BREESE,

Lieutenant-Commander, Commanding.

Acting Ensign J. C. MORONG, U. S. Navy.

Commanding Argosy.

Order of Lieutenant-Commander Breese, U. S. Navy, to commanders of vessels off Alexandria, La., in case of attack.

[APRIL, 1864.]

Immediately on an alarm of an attack upon the city, if at night, a Coston signal will be burned, and upon its repetition fire will be opened slowly by the gunboats, according to the proposed plan, and rapidly if otherwise directed.

An officer from each vessel will be detailed to proceed at once to the bank, to observe the fire, its effect, etc., hailing the vessel to give the necessary alterations.

They will also be informed by the colonel commanding of the result of fire, etc., which will be immediately given to their vessels, and any change he may suggest will be followed.

On the first alarm Acting Master's Mate Woodruff, of this ship, will report to Colonel Molineux for orders, and any instructions the officers on the bank may receive from him will be immediately conveyed to their commanding officers.

Captains of vessels will arrange such signals with their officers on shore that, in the event of the impossibility of hearing, the intelligence may be conveyed.

Order of Lieutenant-Commander Breese, U. S. Navy, to Acting Volunteer Lieutenant Gregory, U. S. Navy, commanding U. S. S. St. Clair, to proceed to Alexandria for its defense.

U. S. S. BLACK HAWK,

Mouth of Red River, April 20, 1864.

SIR: Proceed with your vessel without delay to Alexandria, and, on your arrival, communicate with Captain Edward Morgan, who will show you his instructions.

Report by letter your arrival to Admiral Porter, and take such position in the river abreast of Alexandria as will be most expedient in contributing to the defense of that place.

Respectfully, etc., your obedient servant,

K. R. BREESE,

Lieutenant-Commander, Commanding.

Acting Volunteer Lieutenant T. B. GREGORY,

Commanding St. Clair.

Order of Lieutenant-Commander Breese, U. S. Navy, to Acting Volunteer Lieutenant Johnston, U. S. Navy, commanding U. S. S. Forest Rose, to proceed to Alexandria.

U. S. S. BLACK HAWK,
Mouth of Red River, April 20, 1864.

SIR: Proceed to Alexandria with the vessel under your command, deliver the stores, etc., that you have for the squadron, and when the *Kenwood* arrives return to the mouth of Black River and report to me unless you should find different instructions from Admiral Porter, in which case you will report such to me.

Respectfully, etc.,

K. R. BREESE,
Lieutenant-Commander.

Captain J. V. JOHNSTON,
Commanding Forest Rose.

Order of Lieutenant-Commander Smith, U. S. Navy, to Acting Volunteer Lieutenant Johnston, U. S. Navy, commanding U. S. S. Forest Rose.

U. S. S. CHILLICOTHE,
Above Alexandria, La., April 21, 1864.

SIR: A Red River pilot has been ordered to report to you for duty in bringing your vessel over the falls. After passing, come near this vessel and report to me.

The pilot is directed to sound the falls at daylight, and you will approach them to-night. Lose no time, if you can pass.

Very respectfully,

WATSON SMITH,
Lieutenant-Commander, Senior Officer Present.

COMMANDING OFFICER, U. S. S. FOREST ROSE,
Alexandria, La.

Report of Rear-Admiral Porter, U. S. Navy, referring to operations since April 15, including attempts to save the U. S. S. Eastport.

No. 106.] MISSISSIPPI SQUADRON, FLAGSHIP CRICKET,
Below Grand Ecore, La., April 23, 1864.

SIR: In my last communication I informed you of the sinking of the *Eastport*, [April 15], by a torpedo about 8 miles below Grand Ecore. The moment I heard of it I went down to Alexandria and sent a dispatch vessel for our two steam pump boats. One was coming over the falls as I passed down, and the other fortunately came in sight an hour afterwards. They were both sent up and set to work to raise the sunken vessel. She was so much shattered in the bottom that I almost despaired of effecting anything.

The same day that the boats arrived up, General Banks gave orders for the army to prepare to move on to Alexandria, and as Grand Ecore was only 4 miles from us by land, the chances were that the rebels would mount numerous artillery on the bluffs close at hand and prevent our working; nevertheless, we went to work,

and proceeded until the vessel was raised, the pumps working all the time, and we unable to get at the leak. Lieutenant-Commander Phelps worked with great perseverance, coolness, and patience under these unpleasant circumstances. The same day the army moved, we moved down with the *Eastport* with her own steam, and one steam pump alongside of her, barely keeping her free and the leak not discovered.

We started very fair and made in a few hours 20 miles down river, having sent convoy to bring down the transports, which were taken safely to Alexandria, but the *Eastport* got out of the channel, and it seems impossible to move her ahead. Everything that man can do has been done, and I shall persevere until attacked here, or until falling water endangers other vessels. There will be but one course for me to pursue, that is to perform the painful duty of destroying the *Eastport* to prevent her falling into the enemy's hands. I have no certainty of getting her down as far as Alexandria; the water has fallen too much to leave her here, with our army retreating to Alexandria, and with 25,000 rebels (if victorious) assailing us at every point. We can fight them to the last. At this time the rebels are following our army, and the artillery and musketry can be heard quite distinctly. We do not know the result. Had the army held Grand Ecore a fortnight, we would with certainty have saved the vessel, and will do so now if we can find water to get her down.

She has a great deal of water in her, which increases her draft and makes her very heavy. The pumps can not get it all out, nor can we find the place where she is injured.

The unfortunate issue of this expedition has thrown the gunboats into a bad predicament. When I came up here the water was rising, and all our vessels navigated the river to Grand Ecore with ease, and with some of them I reached Springfield Landing, the place designated by General Banks for the gunboats to meet the army. My part was successfully accomplished. The failure of the army to proceed, and the retreat back to Grand Ecore, left me almost at the mercy of the enemy. Fortunately we got through without any accident or serious disaster from the enemy's fire. I soon saw that the army would go to Alexandria again and we would be left above the bars in a helpless condition. I went to work immediately, to get the heavy boats below, which I succeeded in doing by great exertions on the part of the commanders. I kept the lighter draft vessels to cover the army, if they should need it, and to take the transports down safely, all of which was done.

The vessels are mostly at Alexandria, above the falls, excepting this one, and two others I kept to protect the *Eastport*.

When the rebels heard we had arrived at Grand Ecore, they commenced turning the source of water supply off into the lakes, which would have been remedied had the army succeeded in getting to Shreveport. I can not blame myself for coming up at the only season when the water rises. All the rivers are full and rising, but the Red River is falling at the rate of 2 inches a day, a most unusual occurrence, this river always being full until the middle of June. Whether we will yet have a rise it would be impossible for any one to foresee. It seems like an impossibility that we could be caught in such a predicament in the time of rising water, but such may be the case.

If General Banks should determine to evacuate this country, the gunboats will be cut off from all communication with the Mississippi. It can not be possible that the country would be willing to have eight ironclads, three or four other gunboats, and many transports sacrificed without an effort to save them. It would be the worst thing that has happened this war.

I beg leave most respectfully to call your earnest attention to this matter. I shall remonstrate with all the energy I am capable of against being left here and have to destroy my vessels, and I hope, sir, that you will see in the position wherein I am placed strong reason for holding this country and reinforcing the army with troops to do it with a certainty.

Two months are left yet in which to expect a rise, but many say that it will not come, the wish, perhaps, being father to the thought.

It would be hard, indeed, after cooperating with the army, and the navy performing successfully all that was required of it, to be left in a position where we would have to surrender or blow up. I will promise you the latter.

I have no hope of getting the *Eastport* down, though the commander is still very sanguine. If we could get her within 40 miles of Alexandria, we could save her, or if it rains there will be no trouble at all. If the enemy bring on their heavy artillery, the people on the steam pumps will not be able to work at all. With the gunboats alone and untrammelled I should not be afraid of any force the rebels could bring to bear upon us, being confident that we could beat them off if they came in strong force.

Whatever may happen I shall hope for the best, but consider it my duty to anticipate events and run no risks of losing this squadron.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Lieutenant-Commander Breese, U. S. Navy, to Lieutenant-Commander Phelps, U. S. Navy, commanding U. S. S. *Eastport*, regarding measures of assistance for raising that vessel.

U. S. S. BLACK HAWK,
Alexandria, La., April 16, 1864.

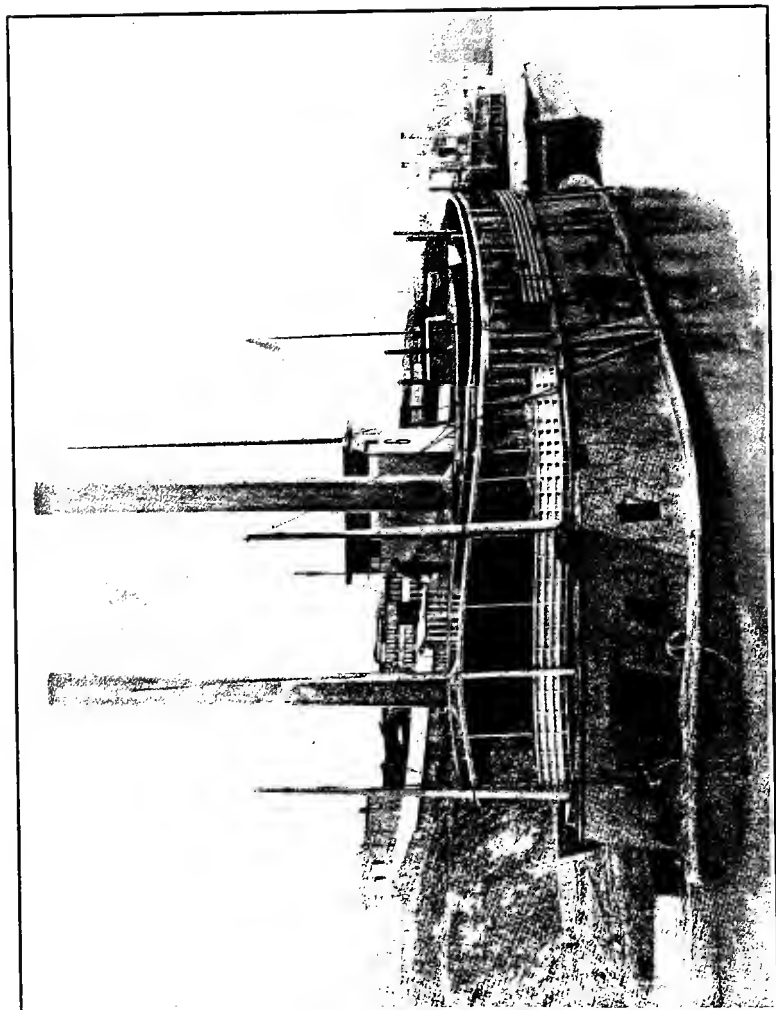
DEAR PHELPS: Your letter of yesterday has been received. The *Champion* is not here, and God only knows when she will [be]. I sent orders all along to have her hurried up, and the moment she gets here will immediately dispatch her to you.

I am very sorry at your accident, and trust the *Champion* will be up in time to assist you. In the mean[time], should that be found impossible, please let me know. There is but scant 4 feet on the falls, but I can get her over, I think.

Yours, truly,

K. R. BREESE,
Lieutenant-Commander.

Lieutenant-Commander S. L. PHELPS,
Commanding Eastport.



UNITED STATES STEAMER CRICKET.

Report of Rear-Admiral Porter, U. S. Navy, referring to the sinking of the U. S. S. *Eastport* on the return from Grand Ecore to Alexandria and naming vessels sent to Fort Pillow.

No. 105.] MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Off Alexandria, La., April 17, 1864.

SIR: I have the honor to report my arrival at this point for a few hours. I shall return to Grand Ecore in two hours. I had succeeded in getting all the large vessels over the bar at Grand Ecore, and in a fair way of getting down as far as Alexandria, when I heard the *Eastport* had sunk, 8 miles below. I sent down at once and found it to be so. She was five hours sinking, said to be done by a torpedo. She does not seem to be damaged much. I came down for my steam pump boats; have one alongside the *Eastport* already, and take another up with me to-day. There will be trouble getting her up if the river ever rises again; the water comes as high as her gun deck. Her guns and heavy articles have been taken off. I came here and found trouble at Fort Pillow. The policy pursued in not defending the strong posts where so much blood and treasure have been expended will always cause these difficulties. I had two boats up there, but the negro and invalid garrison were not strong enough to do their part.

I have sent the *Essex*, *Benton*, *Choctaw*, *Lafayette*, *Ouachita*, and *Avenger* up to Fort Pillow to prevent any permanent landing there. I sent an expedition up the Washita [Ouachita] as far as Monroe, which captured 3,000 bales of Confederate cotton, brought away 800 negroes, destroyed much rebel property. The expedition was under Lieutenant-Commander Foster, and was particularly successful. I am bringing up light-draft vessels to take the place of the heavy boats during the low water. We have only 8 feet of water between this and Grand Ecore and many lumps exist. This expedition and the failure of the army to advance have given me a great deal of trouble, but I don't despair of getting out of it. It is only a matter of want of water, and I can not think that this river would fail to rise while all the others are booming.

Being constantly engaged in providing for the many curious cases that are daily occurring, I hope you will excuse me for not making fuller reports.

I have the honor to be, very respectfully, your obedient servant,
DAVID D. PORTER,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Porter, U. S. Navy, regarding the return of his command from Grand Ecore to Alexandria, including the destruction of the U. S. S. *Eastport*, attack upon the vessels near Cane River, and narrow escape of the U. S. S. *Cricket*.

No. 107.] MISSISSIPPI SQUADRON, FLAGSHIP CRICKET,
Off Alexandria, La., April 28, 1864.

SIR: I had the honor to inform you in my communication No. 106, of the sinking of the *Eastport* while proceeding down to Alexandria, caused by the explosion of a torpedo under her bottom, and near

her bow. On hearing this bad news I proceeded at once to the vessel and found her sunk to the gun deck, the water over it on one side. I saw that no time was to be lost, and went at once to Alexandria in hopes of finding one of our steam pump boats, then due. Lieutenant-Commander Phelps had already sent a tug down for the same purpose, and as I passed over the falls the pump boat hove in sight and proceeded on up. An hour after, the other boat came up, and I sent her up also, being confident that the *Eastport* would now be raised.

I had ordered all her guns taken out and all her ammunition transferred to other vessels, which was done by the time I reached her again, forty-eight hours after the pump boats went up.

I was detained a day in Alexandria making a different disposition of the vessels in the Mississippi, owing to the report of the capture of Fort Pillow by the rebels. I sent some of the heavy ironclads up there with orders to remain, and also changed the destination of various vessels in the different rivers. When I returned to the *Eastport* I found her in a fair way of being afloat, though all the heavy steam pumps together did not do more than slightly decrease the water. The leak had to be stopped by bulkheading. Lieutenant-Commander Phelps went to work vigorously to endeavor to save his vessel, and he was seconded by his officers and crew. I don't think I ever witnessed harder work than was performed by the officers and crew of the *Eastport*, and it seemed to be the determination of all on board that she should not fall into the hands of the enemy, if it could be helped. I felt confident that the *Eastport* would be saved if time permitted, but I had a faint idea that our army were about to fall back on Alexandria, when it would become necessary to destroy the *Eastport* or, perhaps, lose some other vessels. On my arrival at Grand Ecore I found that preparations were making to move the army in the direction of Alexandria, and I ordered the large vessels at once below the bar, with orders to proceed slowly to Alexandria, keeping with me six of the lighter draft vessels to cover the land forces and give protection to the transports.

The day after my return to Grand Ecore orders were issued for the army to move to Alexandria. The *Eastport* was not yet afloat, and I thought our chance of saving her very small unless we were certain of having no enemy to annoy us after the army left.

On the 20th of April I went down to the *Eastport* again, and after informing the commander how matters stood, we concluded that it was necessary to run some risks if we wished to save the vessel. She was now slightly resting on the bottom on one side, and steam had been raised on her.

On the 21st she started in tow of the pump boat *Champion No. 5*, and with the pumps of *Champion No. 3* transferred to the *Eastport* and connected with her boilers. This arrangement, with the addition of one or two syphon pumps, kept the water out of the fire room and confined it to the bow.

I waited at a point 8 miles below Grand Ecore and sent up a gunboat to convoy down all the transports that were left up, this vessel bringing up the rear, towing a flat on which were all the *Eastport's* guns. On the first day the *Eastport* made 20 miles down the river, but at 6 o'clock in the evening she grounded, from not being in the channel, and the first of our difficulties commenced in

getting her over the bars and other obstructions which abound in this river. It would be impossible to give an adequate idea of the difficulties of the navigation from the 21st of April up to the 26th, the time when it was no longer considered possible to get the *Eastport* over the sand bars and logs, now increasing, unless time was allowed to remove them, and the enemy were kept from annoying us while we were at work.

The lieutenant-commander commanding the *Eastport*, S. L. Phelps, had done all that man could do to save his vessel and felt it to be a matter of pride to get her to Alexandria. She had grounded eight times badly, and each time under circumstances where it was very doubtful if she would come off, but the commander's confidence never deserted him, and I could not help but admire his coolness and faith in getting his vessel to Alexandria, when I knew there were places to pass below with much less water on them.

I determined that I would never leave this vessel to her fate as long as the commander felt a hope of getting her down. He worked with almost superhuman efforts to accomplish the object in view, sleeping apparently neither night nor day. Everybody worked and went through privations of all kinds, and I must say that, mentally, I never went through so much anxiety in my life.

On the sixth day of this labor of hauling the *Eastport* over the bars and after congratulating ourselves that we had passed every impediment, orders were given to fill up with fence rails for fuel and we started downstream, with the expectation of making at least 30 miles that day. The vessel had already been brought 60 miles on her way and 60 more would bring her within our lines.

The army, though, were 60 miles ahead of us and the report was that the rebels were following in their rear, also opposing them in front, and we might naturally expect when the army arrived safely in Alexandria that the whole power of the enemy would be directed to cutting off my small force of three light-drafts and the *Eastport* without any guns. Indeed, we had already received notice that such were their intentions.

On April 25, I made signal to proceed downstream, and had scarcely started before the *Eastport* was hard aground, and this time in a position where even the commander's hopes of relieving her failed. The difficulty here was a want of water, and the bed of the river was filled with logs, over which it would be impossible to get the vessel unless we had the time. We tried to lighten her by removing her iron plating, but this we found to be a labor beyond our power. The plates could not be removed in a short time, and that plan was abandoned at once.

I had determined to remain by the *Eastport* until she was safe within our lines or blown up, to prevent her falling into the hands of the enemy. On two occasions I had given the commander preparatory instructions relative to her destruction, thinking her time had come, but still hopeful and persistent he stuck to the work, and deserved to have met with greater success.

Every effort was made to get the *Eastport* off from what proved to be her final resting place. The gunboat *Fort Hindman* (whose commander has worked to save the *Eastport* with a zeal I never saw surpassed) succeeded with her steam capstan in moving her bow,

but only enough to get into a worse position right across the channel, with a bed of logs under her, and from that place it seemed that no human power could move her.

The commander having admitted there seemed no hope of getting her off unless we had time and our rear protected, I gave the order to destroy her.

One ton of powder was placed in her in various positions, she was filled with such combustibles as we could procure, and at 1:45 p. m., April 26, the *Eastport* was blown up, Lieutenant-Commander Phelps applying the match and being the last one to leave the vessel. He had barely time to reach the boat when the *Eastport* blew up, covering the boat with fragments of wood. Seven different explosions followed, and then the flames burst forth in every direction. The vessel was completely destroyed, as perfect a wreck as ever was made by powder. She remains a troublesome obstruction to block up the channel for some time to come.

All stores, etc., were removed and such parts of the machinery as could be made available by the rebels.

There was nothing but the iron plates left behind, which finally fell inside the hull; some fell outboard, as the fire burned away the wood to which they were attached, and will soon disappear under the sands.

I would have brought away every piece of iron had I not been warned that I had overstayed my time.

Gangs of guerrillas began to hover on the left bank of the river, and just previous to blowing up the *Eastport* we were attacked by a heavy force on the right bank. This vessel was lying tied to the bank, and I was backing out from the *Eastport* in the *Hindman* to give the former a chance to blow up without injury to anyone; the rebels selected this moment to make their attack, and, rising suddenly from the bank, opened on our little squadron with 1,200 muskets and then made a rush to board the *Cricket*. The enemy, however, were properly met and repelled, and the *Cricket*, dropping out from the bank, opened on them with grape and canister, and, with a heavy cross fire from the two other vessels, the rebels were routed in five minutes. After this we blew the *Eastport* up and proceeded down the river.

We were not molested until we had gone about 20 miles, at a point above Cane River, when rounding the point, the vessels in close order and ready for action, we descried a party of the enemy with artillery on the right bank, and we immediately opened fire with our bow guns. The enemy immediately returned it with a large number of cannon—18 in all—every shot of which struck this vessel.

The captain (Acting Master H. H. Gorringe) gave orders to stop the engines for the purpose of fighting the battery, and covering the boats astern. I corrected this mistake and got headway on the vessel again, but not soon enough to avoid the pelting shower of shot and shell which the enemy poured into us—every shot going through and through us, clearing all our decks in a moment. Finding the guns not firing rapidly, I stepped on the gun deck to see what was the matter. As I stepped down, the after gun was struck with a shell and disabled, and every man at the gun killed or wounded.

At the same moment the crew from the forward gun was swept away by a shell exploding, and the men were wounded in the fire-room, leaving only one man to fire up. I made up a gun's crew from the contrabands, who fought the gun to the last moment. Finding that the engine did not move, I went into the engine room, and found the chief engineer killed, whose place was soon supplied by an assistant. I then went to the pilot house and found that a shot had gone through it and wounded one of the pilots. I took charge of the vessel, and as the battery was a very heavy one I determined to pass it, which was done under the heaviest fire I ever witnessed. I attempted to turn her head upstream to attack with our two bow guns, the only guns left, but as this was impracticable I let her drift down around the point and shelled the enemy's batteries in the rear. This disturbed them for a moment and enabled the light-draft *Juliet* and pump boat *Champion* (lashed together) to escape from under the bank where they had drifted. The *Juliet* had her steam pipe cut and became disabled, having drifted clear from under the guns of the enemy and close in to the bank, where the guns could not be depressed to reach them, and from whence the *Champion* towed her in safety when the *Hindman* opened her batteries and this vessel was firing into the rear of the enemy's batteries. Seeing that the *Hindman* did not pass the batteries, the *Juliet* disabled, and that one of the pump boats had her boiler exploded by a shot, I ran down to a point three or four miles below, where I had ordered two iron-clads to be ready to meet me in case of emergency. Unfortunately, I ran on shore a short time after passing the batteries, and remained there three hours; took fire in the meantime from the explosion of some cartridges, the box containing which had been struck by the enemy's shot.

It was after dark when I reached the appointed place, where I found the *Osage* lying opposite a field battery of the enemy, which they had been shelling throughout the day. The *Lexington* had been hard at work at them, and had been hulled 15 times, with only one man killed. The firing above had ceased, and as the channel was very intricate, I could not send her up to the assistance of the vessels without danger of her getting aground. I knew that they were all above the batteries, and was in hopes the *Hindman* had silenced them. Lieutenant-Commander Phelps had two vessels in charge, the *Juliet* and *Champion*, which he wished to get through safely. He kept them out of range until he could partially repair the *Juliet*, and then starting under a heavy fire he made a push by. Unfortunately, the pump boat was disabled and set fire to and burned up. The *Hindman* had her wheel ropes cut away and drifted past, turning around and around, and getting well cut up in going by. The *Juliet* was cut to pieces in hull and machinery; had 15 killed and wounded. Four miles below they met the *Neosho* going up, too late to cover them. Had she arrived in time she could likely have cleared out the batteries; at least diverted the fire of them until the passage of the boats. I enclose the report of Lieutenant-Commander Phelps from the time of his first misfortune until his arrival at this place, where I now am with all the fleet, having lost none of the gunboats, but very much surprised that I have any left, considering all the difficulties encountered.

When the rebels had followed our army to the point where they could effect no more, all their attention was turned to the little squadron I had escorting the *Eastport*.

Every man and gun was brought to the river, and we had to contend against such odds that it seemed impossible to escape destruction or very severe handling. No vessels were ever better fought, and none of this class (mere thread paper vessels) were ever under so hot a fire. In five minutes the *Cricket* was struck 38 times with solid shot and shell, with a loss of 25 killed and wounded, half her crew. The *Juliet* about the same, with 15 killed and wounded. The *Hindman* lost 3 killed and 4 or 5 wounded. I may have lacked judgment in not blowing the *Eastport* up sooner, when I found that we were a secondary consideration to the army, but as I had stayed behind myself to see the last transport through safely, I could not do less with one of my own vessels.

I was unable to keep up communication with the army, as the means of communication were with them, and as they marched along faster than I calculated (40 miles in one day, when I supposed they would only go 20), I was more in their rear than I should have been. This arose from my desire to save the *Eastport*, and hoping that some signal success on the part of the army (which I felt confident was able to whip all the rebels in this part of the country) would dispose of the enemy altogether.

From the beginning of this expedition up to the present time the officers and men of this squadron have worked with superhuman zeal and overcome difficulties which seemed insurmountable.

The success of the expedition depended entirely on the success of the navy in getting the transports safely to an appointed place, Springfield Landing, which would have put us in communication with the army, and then in possession of all their material of war. This we accomplished, and when the army returned unexpectedly, we fought our way back again without a loss of any kind (excepting men), inflicting a loss of 500 men on the enemy, killed their best general (Green) and a number of his officers. On our way down to Alexandria obstacles were overcome enough to appall the stoutest heart. Guns had to be taken out of vessels, and they jumped over sand bars and logs, and the squadron arrived here in time to prevent any attack on our reserve stores.

The difficulty about water is a most unusual one, and we must certainly have a rise of the few feet we want before the end of the season; all the rivers are booming at this time, and it should be so here. I am no more responsible for the failure of water here than I would be if the Mississippi went dry at this season, a thing that never happened yet. I came up here with the river on the rise, and water enough for our largest vessels, and even on my way up to Shreveport from Grand Ecore the water rose, while it commenced falling where I left the largest gunboats. Falling or not, I could not go back while in charge of the transports and the material on which an army of 30,000 men depended; nothing would justify me in doing so. I have still confidence in a good Providence, which I am sure will not desert us, and confidence that the nation will not permit this fleet to be sacrificed, when it has so well performed its part in what should have been a complete success.

In conclusion, I beg leave to mention the brave, cool, and zealous manner in which Lieutenant-Commander Phelps worked to get his vessel out of her difficulties, never losing his faith for a single moment. Also the handsome manner in which he brought the two fragile gunboats past those heavy batteries, cheating the enemy of the prize they had promised themselves.

To Acting Volunteer Lieutenant John Pearce, commanding the *Fort Hindman*, great praise is due for the efforts he made, night and day, to get the *Eastport* off, working his officers and men until they could hardly stand.

Acting Master George W. Rogers, of the *Pittsburg*, deserves great credit for the manner in which he worked at the bulkheads of the *Eastport* up to his middle in water for eight days. To him was entrusted the duty of stopping the leak, which he fairly accomplished under the most trying circumstances.

Acting Master J. S. Watson defended his vessel in the most gallant manner, and never was a vessel more cut up.

Where all do their duty it is hard to discriminate, but when the record of this expedition is overhauled the names of Commander R. Townsend, commanding *Essex*; Lieutenant-Commander S. L. Phelps, commanding *Eastport*; Lieutenant-Commander Watson Smith, commanding *Chillicothe* (temporarily); Lieutenant-Commander K. R. Breese, commanding *Black Hawk*; Lieutenant-Commander J. P. Foster, commanding *Lafayette*; Lieutenant-Commander J. A. Greer, commanding *Benton*; Lieutenant-Commander E. K. Owen, commanding *Louisville*; Lieutenant-Commander J. G. Mitchell, commanding *Carondelet*; Lieutenant-Commander F. M. Ramsay, commanding *Choctaw*; Lieutenant-Commander T. O. Selfridge, commanding *Osage*; Lieutenant-Commander Byron Wilson, commanding *Ouachita*; Lieutenant Commanding George M. Bache, commanding *Lexington*; Lieutenant Commanding S. W. Terry, commanding *Benefit* (naval transport); Acting Volunteer Lieutenant W. R. Hoel, commanding *Pittsburg*; Acting Volunteer Lieutenant Samuel Howard, commanding *Neosho*; Acting Volunteer Lieutenant George W. Brown, commanding *Ozark*; Acting Volunteer Lieutenant A. R. Langthorne, commanding *Mound City*; Acting Volunteer Lieutenant John Pearce, commanding *Fort Hindman*; Acting Master H. H. Gorringer, commanding *Cricket*; Acting Master J. S. Watson, commanding *Juliet*; Acting Master Charles Thatcher, commanding *Gazelle*; should stand prominent, having zealously performed everything required of them with an ability deserving of the highest praise.

I deem it necessary to send you a bearer of dispatches, who will explain to you fully the condition of the fleet.

I am sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Phelps, U. S. Navy, commanding U. S. S. *Eastport*, regarding the efforts to save and the final destruction of that vessel.

U. S. GUNBOAT FORT HINDMAN,
Alexandria, La., April 28, 1864.

SIR: In obedience to your order I left Grand Ecore on the 14th instant with the *Eastport* and proceeded down Red River.

One mile below grounded on a bar and did not get over until the 15th instant, when I continued downstream some 8 miles, where the vessel received a severe shock forward and began to fill rapidly with water in that part of her.

I ordered the vessel to be run into shoal water, started the steam syphon and other pumps, and set all hands to pumping and bailing water out of her.

Within the first hour after the accident the gunboat *Lewington* and towboat *B*. came alongside and assisted with syphon and other pumps.

Having filled with water forward, the ship was slow in sinking further, and was not entirely down until five hours after the accident; but the pumps made no impression whatever on the water forward, where the leak was, the numerous bulkheads in the hold alone preventing vessel from sinking as quickly by the stern as it had done by head.

At the time of the accident the vessel was drifting over shoal water (1 foot more than her draft), the wheels not turning, and the headway scarcely more than the current. The shock forward threw the leadsman from his balance, and he was near falling overboard, while in my cabin aft I scarcely felt it, and only noticed it as a peculiar trembling sensation. We had already burst three of the enemy's torpedoes in the vicinity, two of them by small boats, neither of which were injured by the explosion, and in neither case was there much, if any, report.

The *Eastport* was of great strength in her bottom, and it is impossible that she should have been so torn by drifting upon snags. The severe character of the blow at the injured extremity and its slight character elsewhere, together with the fact of her headway not having been checked, nor the direction of her course altered, are proofs that it must have been one of the small torpedoes that did the damage. After raising her we had additional proof in the shattered condition of the bottom.

On the 16th I proceeded to lighten ship, as directed by you, taking off her battery, etc., and on the 17th the steamer *Champion No. 5* arrived with two pumps of 20-inch and 10-inch diameter, which gradually gained upon the water. On the 19th the steamer *New Champion* reached us with similar pumps and also began pumping out the water. It would be tedious to detail the incessant toil of the people of my vessel day and night, assisted by parties from other vessels in the squadron, which resulted in getting the *Eastport* afloat on the 21st, when fires were started in the furnaces and one of the pumps was transferred from the *New Champion* and placed upon the forecabin, where it was worked by steam from our boilers, which enabled us to dispense with the services of that vessel. The same day we started down the river slowly. The carpenters of the different ships were at work day and night in efforts to confine and stop the leak.

The 22d was passed in getting the ship over a bar on which she had grounded the evening previous, and in which we were assisted by three steamers with their capstans. Four or five miles farther down we again grounded and spent the day and night in getting over the bar, and had then a run of but 2 miles before we were again fast upon sunken logs on a bar. At Montgomery, [La.], nearly two days—during which time we were on both logs and rocks—were spent in getting a distance of 3 miles, where we finally grounded upon logs.

Careful soundings taken by experienced pilots made it apparent that it was a hopeless labor we were engaged in, and that we could not get the ship below where she was lying. For the first time hope left me. The river was falling steadily and the pilots reported too little water for her draft on the bars below. My crew was worn out by labor beyond its power of endurance, many had sickened during the interval from the time of the disaster to the morning of 26th, when, after vain efforts to get the vessel off the logs on which she had been lying all night, you gave me the order to destroy her and transfer the people to the *Fort Hindman* temporarily. I took off everything movable and of value and then placed a prepared can and 8 barrels of powder under the foot of her forward casemate, which an operator attempted to explode by electricity. Failing in his attempts, a similar amount of powder was placed in her stern and other barrels of powder were put about her machinery, so as effectually to destroy her, and trains were laid fore and aft the vessel, which, on being ignited, rapidly spread fire throughout her, exploding the different mines in quick succession, utterly destroying her.

These are facts which it is an official duty to report to you, although you were a witness of nearly the whole, yourself directing the measures adopted, first to save the vessel and then to destroy her.

The command of the *Eastport* has been to me a source of great pride, and I could not but deplore the necessity for destroying her. The act has been the most painful one experienced by me in my official career. She was the finest vessel of your squadron and one of the best possessed by the Government. Your order to me to proceed to destroy her, in which you commend the zeal displayed by myself and the crew in our efforts to save her, not only relieved me from all responsibility, but was also grateful to my feelings, both as a man and officer. I desire further to express to you my grateful sense of your forbearance in ordering the destruction of the vessel, when yourself convinced of the impossibility of saving her, yielding your judgment to my natural anxiety to exhaust every means that seemed to offer a hope of success. I fear that your forbearance led to greater risks both for your squadron and yourself than even the saving of the *Eastport* would justify. This consciousness added largely to my anxiety for your safety when separated from you by the accidents of the action which took place on the evening after her destruction, when I had every reason to apprehend the worst.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Selfridge, U. S. Navy, regarding engagement with Confederate batteries at Deloach's Bluff, Red River, April 26.

U. S. S. OSAGE,
Above Alexandria, May 3, 1864.

SIR: I have the honor to present the following detailed report of the part this vessel took in the action with the rebel battery at Deloach's Rocks on Tuesday, April 26.

At the time confined to the cabin by sickness, I have relied upon the careful statements of the officers who witnessed it.

The *Osage* landed at this point for the purpose of procuring wood. Upon casting off, the pilot backed her aground. We were compelled to carry out a line to the *Lexington*, which lay in the opposite shore.

At 11.40 a. m., just as our head commenced to swing off, the enemy opened a fire from four pieces and musketry. Fearing we might again go ashore, being quite unmanageable in the eddy currents that make around this point of rocks, I ordered the anchor let go.

We returned the enemy's fire immediately with grape and shrapnel. From the fact that we were lying under the crest of a high hill, our fire at first did not seem as effective as we could have wished.

The *Lexington*, at which the rebels directed principally their fire, having dropped down the river, they shifted two of their guns to bear more directly upon us. This brought them more exposed to our fire, and two or three well-directed rounds made them limber up and clear out.

While I have no idea of the rebel loss, they were distinctly seen to remove one of their guns by hand, another with only two horses, assisted by hand.

I remain, sir, very respectfully, your obedient servant,

THOS. O. SELFRIDGE,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Acting Master Pease, U. S. Navy, regarding engagement at Deloach's Bluff, April 26.

U. S. S. OSAGE, *April 27, 1864.*

SIR: I regret having to report that while lying under the bluff at Deroach's [Deloach's] Rocks yesterday at 10:50 a. m., Sidney Osborne, quarter gunner, while on the bank on picket, was shot in the neck by a rebel and severely wounded. Acting Ensign Hubbell and Acting Master's Mate B. C. Wheeler, with 12 men, at once volunteered to bring him on board. They deserve much credit in the manner in which they charged the hill under heavy musket fire of the enemy and succeeded in bringing Osborne on board without receiving any injury. At 11:30 the enemy opened fire with four pieces of artillery and kept up a sharp fire for forty minutes. We returned fire with 9 XI-inch shrapnel, 1 5-second shell, 2 stands

grape, and 1 canister; 12:20 ceased firing. We sustained no injury during the engagement.

Very respectfully, your obedient servant,

W. S. PEASE,

Acting Master and Executive Officer.

Lieutenant-Commander THOMAS O. SELFRIDGE, U. S. NAVY,
Commanding U. S. S. Osage.

Report of Lieutenant-Commander Phelps, U. S. Navy, late commanding U. S. S. Eastport, regarding engagement with Confederate batteries near the junction of Cane and Red Rivers, April 26-27, 1864.

U. S. GUNBOAT FORT HINDMAN,
Alexandria, La., April 28, 1864.

SIR: I have the honor to report that I arrived here this morning with the *Fort Hindman* and *Juliet*.

After the destruction of the *Eastport* near Montgomery, [La.], on this river [Red], on the 26th instant, I transferred the officers and crew of that vessel to the *Fort Hindman* in obedience to your order, and started down the river in company with the *Cricket*, bearing your flag, the gunboat *Juliet*, and the two steamers *Champion*.

When the enemy's batteries opened upon you, 5 miles above the mouth of Cane River, the *Fort Hindman* was prevented from rendering effective assistance by her fire, owing to the confusion into which the other vessels were thrown, getting athwart the river between us and the enemy. You passed around the point out of our sight, followed by a rapid fire about the time the *New Champion* was blown up by a shot in her boilers and the *Juliet* disabled by one in her machinery, while the *Champion No. 5* had a bad shot in the head of her rudder. The first drifted down enveloped in steam and lodged against the shore where the enemy was. The other two were for a time exposed in broadside to a terrific fire. The *Juliet* was in tow of the *Champion*, whose pilot had abandoned the wheelhouse, and the crew below had cut all the hawsers fastening the two vessels together, save one, which Captain Watson prevented their cutting. A second-class pilot named Maitland, belonging to the *Juliet*, at this juncture, with great bravery and presence of mind, sprang into the pilot house of the *Champion*, headed her upstream and towed the *Juliet* out of fire by the one remaining line. I had early discovered the disabled condition of the *Juliet*, and dropped down below her to draw off the fire of the batteries and cover her retreat. When she had passed out of effective range the fire of the enemy's guns materially slackened, and I turned about and followed her a short distance up the river, almost entirely unmolested, and remained at the bank in sight of the enemy through the night, which was spent by us in repairing the disabled boats and making preparations for engaging and passing the batteries in the morning.

The numerous guns the enemy had in position, and the number of sharpshooters lining the bank, would seem to have made it more prudent to have run the fire during the night. We were able only partially to repair the *Juliet*, whose steering apparatus was crippled and steam pipes cut. The latter, it was found on examination, could

be repaired by 10 o'clock the next day, the former not at all with the means at our disposal. We had therefore to tow her. The *Champion's* rudder could also be temporarily repaired, enabling her to run the river. In addition, it was uncertain whether the channel was wide enough to admit of the passage of two boats abreast by the *New Champion*, which the rebels had secured, and which it was not improbable they might sink across the channel with a view of obstructing the river. The hope of saving the *Champion No. 5*, and the determination to bring the *Juliet* through, with the above considerations, induced me to adopt the plan of passing the batteries by daylight, when I could see the difficulties of the navigation. As for the *Champion No. 5*, she was as well enabled to endure the fire as are the tinclads. I therefore made her people go on board to bring her through.

Occasionally during the night I fired shell at the *New Champion* to disturb the enemy, should he be attempting to sink her across the channel. At daylight no signs of the enemy could be discovered, save occasional rifle shots at our men who were engaged working about the vessels.

Before noon all repairs were made and we headed down for the batteries, but had not proceeded far before the *Juliet* was snagged in the bow and we were forced to return and stop the leak. Having accomplished this, we again turned downstream, shelling the place where we felt convinced the enemy were lying concealed by the woods. When within 500 yards, he suddenly opened on us with a numerous battery. A shot passed through the *Fort Hindman's* pilot house, partially disabling her wheel and carrying away her tiller rope. This rendered the vessels unmanageable and we drifted through the fire, striking the bow and stern alternately upon the shore, but happily clearing the *New Champion*. This inability to give direction to the vessel rendered our fire less effective than it would otherwise have been, and the *Champion No. 5*, in following us, consequently suffered more severely than was anticipated. After passing the batteries she was disabled and drifted upon the opposite shore, when her people escaped, and those who have since come in, report that she was on fire in the hold when they abandoned her. It had been my purpose to destroy the *New Champion* in passing her, as well as the other *Champion*, in case she should fail to pass through the fire in safety, but the loss of our tiller ropes frustrated this plan.

The fire of the enemy's sharpshooters was incessant and very annoying for several miles below the batteries. The *Juliet* received a shot in her port cylinder and was otherwise much injured. A shot passed through the magazine of the *Fort Hindman* penetrating a barrel of powder and killing a man. Except being considerably torn in her upper works and several times hulled, the vessel was not materially damaged and the loss of life was singularly small.

I regret to report that Acting Ensign S. Pool was killed. He was attached to the *Eastport*.

I refer you to the reports of the captains of the two vessels for the other casualties.

We fell in with the *Neosho*, which vessel you dispatched to our assistance, about 12 miles below the batteries.

I deem it proper to mention that Acting Ensign Lee appeared to be the only efficient line officer on board the *Fort Hindman*.

Acting Volunteer Lieutenant Pearce, commanding her, received splinter wounds in the head while managing his vessel in the pilot house, sustaining his reputation for a brave and efficient officer.

Acting Master Watson, commanding *Juliet*, is particularly to be commended for his energetic efforts in saving his vessel, and the good use he made of his guns under difficulties.

The conduct of all the officers and men of the *Eastport* was such as to make it impossible for me to distinguish any one particularly by name without doing injustice to the others.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Report of Acting Master Watson, U. S. Navy, commanding U. S. S. *Juliet*, regarding the engagement with Confederate batteries in Red River, April 26-27, 1864.

U. S. S. JULIET,
Mississippi River, May 1, 1864.

SIR: I have the honor to submit the following report of the part taken by this vessel when attacked by rebel batteries in passing down the Red River on the 26th and 27th ultimo.

On the 26th, at 10 a. m., hauled in to the bank for the purpose of wooding. At 10:30 the enemy attacked us from the opposite bank with a large force with musketry. Most of our men being ashore at the time, we could muster only 2 officers and about 20 men all told. With these we manned our port battery and kept up a sharp fire of shrapnel and canister until 11:25 a. m., when the enemy retreated and our men were able to come on board. At 3:40 p. m. started down the river with *Champion No. 5* fast alongside, in company with *Cricket*, *Fort Hindman*, and *New Champion*. At 4:15 p. m., when opposite Point Pleasant, a rebel battery opened fire upon us. We immediately engaged them with our two bow and starboard broadside guns. The *New Champion*, being ahead of us, commenced backing and backed into our bows, carrying away our bits, guards, housing, jackstaff, and everything forward. When in this position, our steam pipe and tiller ropes were shot away, and the decks were filled with steam. As soon as it passed off, and I was able to look around me, I found the *Champion No. 5* had turned us head upstream, that her pilot and captain had abandoned her pilot house, that an attempt was made to cast us adrift, and that we were drifting down under the batteries of the enemy, who were pouring a constant fire into us.

One of my pilots, Mr. Maitland, having had our wheel shot out of his hands, jumped on board *Champion No. 5* and took charge of her wheel. We finally succeeded in getting a line fast to the *Champion*, who towed us up river out of the range of the batteries. We ran in alongside the bank on the opposite side and made fast. The *Fort Hindman*, seeing us disabled, turned around and came to our assistance and ran in alongside of us. During the night all hands repair-

ing steam pipe, wheel and tiller ropes, and making other preparations to run the batteries on the following morning.

At 9 a. m. on the 27th, we having made fast to *Fort Hindman*, cast from the bank and started down the river. At 9:30 a. m. we engaged the batteries. When within a half mile of the batteries we struck a snag and stove a hole in our port bow below the water line. As we were taking in water rapidly, preparations were made to burn the vessel should it be necessary to abandon her. By order of Lieutenant-Commander Phelps, both vessels were again headed upstream, and as we soon had the leak under control, we once more headed downstream. In passing the batteries we received and returned a constant heavy fire, which lasted from twenty to thirty minutes. We received a number of shot and shell in our upper works, which were completely riddled. Two struck our hull, disabling our rudder. One also struck our port crank, cutting it off, thereby knocking out both cylinder heads and totally disabling the port engine.

I can not say too much in praise of my crew for their gallant conduct and implicit obedience to my orders on the trying occasion, particularly that of my two pilots, Messrs. Jordan and Maitland; also my executive, Mr. Neil, acting ensign, James O'Neil, third assistant engineer, and Alonzo W. Kent, quartermaster.

The casualties were as follows: 2 killed, 13 wounded, and 1 missing. Enclosed I forward surgeon's report; also report of ammunition expended.

Very respectfully, your obedient servant,

J. S. WATSON,
Acting Master.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

[Enclosures.]

Report of ammunition expended on U. S. S. Juliet, April 26 and 27.

April 26.—Shrapnel 38, shell 8, canister 6.

April 27.—Shrapnel 63, shell 2.

Very respectfully, your obedient servant.

J. S. WATSON,
Acting Master.

U. S. S. JULIET.
Off Alexandria, La., April 29, 1864.

SIR: I have to report the following casualties resulting from the engagement of April 26.

Killed.—Robert Higgins (contraband), coal heaver, shrapnel.

Wounded.—Thomas Dunn, fireman, left ankle; seriously. John Quinn, boy, right leg; seriously. Henry Harris, deckhand, privates and left groin; seriously. Lloyd Woodyard, ordinary seaman, hand; severely. Gus Pasgo, ordinary seaman, hand; severely. Green Deason, landsman, hand; slightly. Isaac Adams, ordinary seaman, hand; slightly. Edward P. Slade, landsman, fracture arm; seriously. Alonzo W. Kent, quartermaster, back; slightly. Charles Appleby,

seaman, hand; slightly. Harry Harmon, coal heaver, thigh; severely. Porter Hunter, boy, hand; slightly. Total, 1 killed, 12 wounded.

Respectfully, etc.,

GEO. O. ALLEN,
Acting Assistant Surgeon, U. S. Navy.

J. STOUGHTON WATSON,
Acting Master, Commanding.

U. S. S. JULIET,
Off Alexandria, La., April 29, 1864.

SIR: I have to report the following casualties resulting from the engagement of April 27.

Killed.—James R. Wales, master at arms, shell.

Wounded.—A. M. Jordan, pilot, head; severely. Ben Lewis, boy, shoulder; seriously.

Respectfully, etc.,

GEO. O. ALLEN,
Acting Assistant Surgeon, U. S. Navy.

J. STOUGHTON WATSON,
Acting Master, Commanding.

Report of Acting Volunteer Lieutenant Pearce, U. S. Navy, commanding U. S. S. Fort Hindman, regarding engagement with Confederate batteries April 26, 27, 1864.

U. S. S. FORT HINDMAN,
Off Alexandria, La., April 30, 1864.

SIR: I have the honor to report that during the engagement with the rebel batteries between Montgomery, La., and this place, on the evening of the 26th and morning of the 27th instant, we were struck 19 times with 12 and 24 pound shot, losing in the first engagement 1 officer and 1 man, viz, Acting Ensign S. Pool, late of the U. S. S. *Eastport*, and Joseph Scott, ordinary seaman (colored). There were no casualties on the 27th.

One 12-pound shot penetrated the hull of the vessel at the water line; another of the same size passed through the hull at the stern, penetrating the magazine, breaking several barrels of powder; two 24-pound shot passed through and through the pilot house, cutting the tiller ropes and carrying away a portion of the wheel. The remaining number penetrated our casemates and upper works; one shot narrowly missed the steam pipe.

Respectfully, your obedient servant,

JOHN PEARCE,
Acting Volunteer Lieutenant, Commanding.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Extract from the log of the U. S. S. Cricket, Acting Master H. H. Gorringe, commanding.

April 26, 1864.—12 to 4 a. m.: Mustered watch and stationed sentinels. 1 a. m. the *Juliet* came up the river. 6:30 admiral left vessel

in gig; 7:45 he returned on board. 9 weighed anchor and made fast to the bank. Commenced making preparations to blow the *Eastport* up. 10:30 the rebels fired several volleys of musketry and attempted to board us, but did not succeed. We opened on them with shrapnel and canister. 11:30 ceased firing. 2:10 p. m. blew U. S. S. *Eastport* up. 3:20 admiral returned on board vessel. Piped dinner, cast loose, and steamed down the river. 5:15 arrived at the mouth of Cane River, where we were engaged by rebel artillery and infantry, and boat considerably, though not seriously damaged. Had 6 killed and 5 wounded. The *Fort Hindman*, *Juliet*, and transports *Champions No. 3* and *No. 5* remained above the battery.

NOTE.—Came in sight of rebel artillery; opened fire on them, which they answered with 18 pieces of cannon (12 and 24 pounders) and 300 sharpshooters. We then ran past the battery and were struck 38 times with cannon while doing so, killing 8 and wounding 7 seriously. We disabled one of their pieces, and information has since been received from a captured prisoner, who was there, that we inflicted heavy damages in killed and wounded among the sharpshooters, as nearly all of our shrapnel burst in their midst. The transports *Champion No. 3* and *No. 5* being disabled, the gunboats *Fort Hindman* and *Juliet* had to go above the battery out of range with them.

6 to 8 p. m., vessel run aground. 7:15 powder on spar deck exploded and ship took fire; but the fire was soon extinguished and ammunition on spar deck thrown overboard. 6:30 [7:30?] got off ground and proceeded down the river. 9:30 hove in sight of the *Osage*. 10 passed the *Carondelet* and made fast astern of the *Lexington*.

Report of Lieutenant-Commander Phelps, U. S. Navy, transmitting report of casualties to late crew of the U. S. S. *Eastport*, April 26, 1864.

MISSISSIPPI SQUADRON,
Flagship Black Hawk, April 30, 1864.

SIR: I have the honor to enclose the report of the surgeon of the *Eastport* of the killed and wounded belonging to that vessel in the action of the 26th instant.

I am, respectfully, your obedient servant,

S. L. PHELPS,

Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER, U. S. NAVY,
Commanding Mississippi Squadron.

[Enclosure.]

U. S. S. FORT HINDMAN, *April 28, 1864.*

SIR: I have the honor to report the killed and wounded, formerly of the U. S. S. *Eastport*:

Silvester Pool, acting ensign, killed; Louis Gillespie, seaman, wounded in the shoulder and head; L. W. Strong, seaman, wounded in the head.

Respectfully, your obedient servant,

M. L. GEROULD,

Acting Assistant Surgeon, U. S. Navy.

Lieutenant-Commander S. L. PHELPS.

Report of Rear-Admiral Porter, U. S. Navy, transmitting report of Pilot Maitland, in charge of steamer *Champion No. 5*, April 27, 1864.

MISSISSIPPI SQUADRON, FLAGSHIP *BLACK HAWK*,
Mound City, June 26, 1864.

SIR: I enclose a report from Pilot William Maitland, who lately escaped from the rebels.

He was the pilot who volunteered to take the *Champion No. 5* (pump boat) past the batteries up Red River. His report gives an account of the fate of the *Champion* and also an account of the lamentable fate of those on board, and though the news is painful to the friends of the parties who were on the boat, it is as well that they should know the worst.

I have the honor to be, very respectfully, your obedient servant,
DAVID D. PORTER,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

MOUND CITY, June 25, 1864.

SIR: On the morning of the 27th of April I volunteered my services to pilot the steamer *Champion No. 5* by the rebel batteries in company with the gunboats *Fort Hindman* and *Juliet*, all of which had failed to get past them the night previous. We started at about 8 o'clock, the *Fort Hindman* having the *Juliet* in tow, taking the lead. When nearly opposite the batteries a shell entered the pilot house of my boat which wounded me in both legs causing me to drop on my knees depriving me from working the wheel. The boat then ran into the bank of the river on the same side with the batteries. Another shell struck her at this time, which wounded me in six other places, and still another which cut away the bell rope and speaking trumpet. Recovering sufficiently from my wounds I rang the starboard bell and had the boat backed across the river to the opposite side from the enemy. I then left the pilot house and jumped overboard and swam ashore, the enemy keeping up a heavy fire upon the boat until she sunk, which was in about a half-hour afterwards. She now lays with her head upstream, her hurricane deck on the port side under water, starboard side, the boiler deck, ditto. From what I could learn the rebels are trying to raise her, with poor prospects of success.

Captain Roberts and a deck hand named Michel Calvin were killed; Pat Gorman, a deck hand, wounded and prisoner, since paroled on the 17th. The balance of the crew were taken prisoners and sent to Tyler, Tex. I learned that as the *Champion No. 3* approached the batteries the previous night, a 12-pound shot entered her starboard boiler, which caused her to explode. Captain Stewart and three engineers whose names are unknown to me, were scalded to death, also the cook, Michael Shields, was wounded and taken prisoner, but since paroled. All the contrabands on board, some 150 to 200, were scalded to death, excepting 15. The rebels have repaired the boilers of this boat and she is now running on the river below Alexandria. She, in company with the steamer *Frolic*,

came out of the mouth of the Red River under a flag of truce with wounded officers.

I think, as near as I could learn from the rebels, that the batteries consisted of 18 guns, two of which were of Nims' battery, captured from General Banks' army. A captain and lieutenant were among the killed on the rebel side.

Very respectfully, your obedient servant,

WM. MAITLAND,
Pilot.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Smith, U. S. Navy, regarding the forwarding of an important mail and the impaired condition of steamer *Benefit*.

U. S. S CHILLICOTHE,
Above Falls, Alexandria, La., April 21, 1864.

SIR: I have a mail for you received from the U. S. S *Signal*. It was left with the remark that its importance made it prudent to forward it only by a gunboat.

It apparently being the intention for the *Signal* to remain at Alexandria, and having no suitable gunboat here for taking the mail, I send you this notice of it by the *Brown*, Volunteer Lieutenant French. I am informed, however, that the *Forest Rose* and *Kenwood* are due to-night, and will use one of them as soon as they arrive.

The *New National* was at the mouth of Red River; four or five barges of coal there. At 7 a. m. this morning there were 4 feet 1 inch on the falls. The clerk, chief engineer, and another, probably the pilot, came to me this morning complaining of the inefficiency of the *Benefit* and her inability to do any more duty until fixed. Ascertaining that her engines were in order, and that her boilers needed cleaning, I ordered her to clean boilers at once, sent for Mr. Terry, ascertaining that you wished the vessel with you again, and told him to be ready to leave as soon as possible. Your mail, consisting of 1 leather bag, 1 cotton bag, 3 letters gathered on the way, and a box 2 feet by 1 foot 6 inches from Dr. Pinkney, will be sent by the first gunboat. I will send the box from Dr. P. by the *Brown*.

Very respectfully, yours,

WATSON SMITH,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding U. S. Mississippi Squadron.

Order of Lieutenant-Commander Smith, U. S. Navy, to Acting Volunteer Lieutenant Johnston, U. S. Navy, commanding U. S. S. *Forest Rose*.

U. S. S. CHILLICOTHE,
Above Falls, Alexandria, La., April 22, 1864.

SIR: If not in opposition to orders already received, give convoy to such transports as may be going down the river. I believe you said you were directed to go down river again.

Those vessels will be much assisted and relieved by your presence.
Very respectfully,

WATSON SMITH,
Lieutenant-Commander, Senior Officer Present.
Acting Volunteer Lieutenant JNO. V. JOHNSTON,
*Commanding U. S. S. Forest Rose, Red River,
Above Alexandria Falls.*

Report of Acting Volunteer Lieutenant Gregory, U. S. Navy, commanding U. S. S. St. Clair, of engagement with guerrilla band below Alexandria.

ON BOARD U. S. S. ST. CLAIR,
Alexandria, La., April 22, 1864.

SIR: I have the honor to make the following report:

On my way up to this place I stopped just above the Raft. The *Superior*, loaded with troops, gave the alarm of the approach of rebels. I fired a few shrapnel and we lay quiet the night of the 21st. The transport left me this morning, and when about 30 miles below this place (by water), was fired into by a guerrilla band, 2 men killed and 16 wounded. The rebels had one fieldpiece. The boat ran past them and then waited for me. I threw a few more shrapnel into a thicket where the rebels had come out to see the troops and what they had done. The troops burned some property, from behind which they had been fired upon. We are here all safe, and I am happy to say that my officers and men have done admirably, to say that it is the first time the men were in what they considered a dangerous place, and it being the first time I ever saw my officers work in earnest. I am now satisfied I have seen them tried.

Very respectfully, your obedient servant,

THOS. B. GREGORY,
Acting Volunteer Lieutenant, Commanding.
Admiral DAVID D. PORTER,
Commanding U. S. Mississippi Squadron.

Order of Lieutenant-Commander Smith, U. S. Navy, to Acting Volunteer Lieutenant Johnston, U. S. Navy, commanding U. S. S. Forest Rose.

U. S. S. CHILLICOTHE,
Above Falls, Alexandria, La., April 23, 1864.

SIR: You will return to the mouth of Black River, as directed by Captain Breese, convoying the army transports as you go, leaving, as requested, at 10 a. m.

Respectfully, yours,

WATSON SMITH,
Lieutenant-Commander and Senior Officer Present.
Acting Volunteer Lieutenant JNO. V. JOHNSTON,
Commanding U. S. S. Forest Rose, Alexandria, La.

Letter from Major-General Sherman, U. S. Army, to Rear-Admiral Porter, U. S. Navy, expressing his solicitude regarding the campaign in Red River.

Confidential.]

HEADQUARTERS MILITARY DIVISION OF THE MISSISSIPPI,
Nashville, Tenn., April 24, 1864.

DEAR ADMIRAL: I received your valued letter by General Corse, and felt sadly disappointed at the result. All things moved so well on time as far as Alexandria that I was in hopes the sequel would be of the same kind. General Corse describes that after the enemy was checked and then worsted, night set in and both armies withdrew, but ours came back 40 miles. We can not claim that as victory. I hope, however, that you all pushed on, for otherwise the enemy must have turned on Steele. I feel very uneasy, and await accounts with painful solicitude. We are too far off and too intent on our own game to send forces to Red River. Indeed, I do think all our calculations were well made, and the combined forces were ample to walk over all opposition. I have not heard of Steele since he went to Camden, [Ark.], and I fear he directed his course straight on Shreveport, though prudence would have dictated his fling toward Alexandria or Natchitoches. It does appear that the movement was too slow, the 17th was the day appointed to meet at Alexandria, and the 14th of April finds the main army at Grand Ecore. I think I could have made better time, but that is none of my business, although I do lose the services of 10,000 of my best men in the campaign over here. I am glad you are pleased with Generals Smith and Mower. Though I want both, I can not call for them as long as their associates are in danger.

It can not now be long before both Grant's army in Virginia and mine at Chattanooga move forward. We are already in contact, our pickets in sight of each other, so that battle will not long be delayed. I have my old opponent, and only ask him to stand, and not draw me too far away from my supplies. A small army can feed on the country by scattering, but a large one can not. But there is no use in delaying, and the issue is broad. I shall go down to Chattanooga by May 1. I will write to Captain Shirk to keep a bright lookout up the Tennessee that Forrest does not cross and cut my road when I am in Georgia.

Present my compliments to all.

Your friend,

W. T. SHERMAN,
Major-General.

Admiral D. D. PORTER,
Commanding Mississippi Squadron, Red River.

Letter from Brigadier-General Smith, U. S. Army, to Rear-Admiral Porter, U. S. Navy, announcing arrival at Cotile and referring to battle at Cane River Crossing.

HEADQUARTERS DIVISION 17TH ARMY CORPS,
Cotile, [La.], April 25, 1864.

ADMIRAL: Arrived at this point last night. General Banks and army are on the march to Alexandria, [La.]. We brought up the rear and skirmished all the way. General Banks fought at the crossing of Cane River, not much loss on either side. Our fighting

in the rear was sharp. General A. J. Smith's command is ordered peremptorily to Alexandria. Troops are now on the march. You will find the enemy some two thousand strong on the opposite side. Their artillery does not amount to much; what they have we have crippled badly. Will communicate more fully from Alexandria by the gunboats *Osage* and *Pittsburg* unless they get off before we arrive. General A. J. Smith and I both protest at being hurried away; I feel as if we were shamefully deserting you. If I had the power I would march my troops back to Calhoun, [La.], or wherever you might need us, if at all. I will try and get a communication to you from General A. J. Smith.

Most respectfully and truly, yours,

THOMAS KILBY SMITH,
Brigadier-General, Commanding.

Rear-Admiral PORTER,
Commanding Mississippi Squadron.

Order of Lieutenant-Commander Breese, U. S. Navy, to Acting Volunteer Lieutenant Gregory, U. S. Navy, commanding U. S. S. *St. Clair*, to convoy steamer *Any One* to Alexandria.

U. S. S. BLACK HAWK,
Mouth of Red River, April 25, 1864.

SIR: You will, if from your information you deem it safe to leave Fort De Russy, convoy the steamer *Any One* to Alexandria, and on your arrival there report to the commanding officer the state of this river.

Vessels needing convoy had better be convoyed by one of the boats requiring coal, so as not to diminish the supply at Alexandria. There will be a coal barge here to-morrow for such purposes.

Respectfully, etc., your obedient servant,

K. R. BREESE,
Lieutenant-Commander, Commanding.

Acting Volunteer Lieutenant GREGORY,
Commanding St. Clair.

Order of Lieutenant-Commander Smith, U. S. Navy, to Acting Volunteer Lieutenant Johnston, U. S. Navy, commanding U. S. S. *Forest Rose*, to remain at Alexandria for its protection.

U. S. S. CHILlicoTHE, *April 25, 1864.*

SIR: I have received your letter of this date. You will remain at Alexandria and aid in guarding the place from the best position.

Make all repairs required upon your wheel and coal ship quickly.

Do not send me any letters for distribution except those for the admiral or for vessels under my command, or expected to be coming within reach. I have other matters to engage my attention.

I herewith return four to you, received this morning.

Very respectfully,

WATSON SMITH,
Lieutenant-Commander, Senior Officer Present.

Acting Volunteer-Lieutenant JNO. V. JOHNSTON,
Commanding Forest Rose, Above Alexandria, La.

[Telegram.]

NAVY DEPARTMENT, *April 26, 1864.*

Send following to Porter by dispatch boat.

Your dispatch of 14th April received. Your views and course are approved. General Grant informs the Department that neither General Smith nor his force will be withdrawn; that the army will continue operations on the Red River, and cooperate with the navy. The Department has entire confidence in your judgment in the conduct and management of affairs committed to you, and especially of those on Red River.

GIDEON WELLES,
Secretary Navy.

Rear-Admiral D. D. PORTER.
Fleet Captain A. M. PENNOCK,
Cairo, Ills.

Order of Lieutenant-Commander Breese, U. S. Navy, to Acting Volunteer Lieutenant Lord, U. S. Navy, commanding U. S. S. Covington, to proceed to Alexandria on convoy duty.

U. S. S. BLACK HAWK,
Mouth of Black River, April 27, 1864.

SIR: Proceed to Alexandria, convoying such vessels as may start with you. On your arrival report to Admiral Porter. Should you not find him there, say to the commanding officer that I think it would be well were you sent to Fort De Russy to relieve the *Argosy*, on account of your carrying stern guns, and that I would like the *Kenwood* and another light-draft sent down to me to convoy such vessels as may require it.

Respectfully, etc., your obedient servant,

K. R. BREESE,
Lieutenant-Commander.

Acting Volunteer Lieutenant GEO. P. LORD,
Commanding Covington.

Report of Rear-Admiral Porter, U. S. Navy, condemning the conduct of the campaign by Major-General Banks, U. S. Army, and showing the precarious condition of the navy in the river.

Confidential.] MISSISSIPPI SQUADRON, FLAGSHIP CRICKET,
Alexandria, La., April 28, 1864.

SIR: I have written you an account of the operations of the fleet in these waters, but take the liberty of writing to you confidentially the true state of affairs. Never was an officer placed in a more unpleasant position than I am without any fault of mine, but owing to circumstances over which I have no control. Starting with a good rise of water in the season of the year when the water of the Red River overflows its banks and keeps up until June, I find myself blockaded by a fall of 3 feet of water, 3 feet 4 inches being the amount now on the falls; 7 feet being required to get over; no amount of lightening will accomplish the object.

When I started on this expedition it was with the full expectation of having a complete victory, and the enemy were already to remove

into Texas on the first approach of our army. I have already written to you how the whole state of things has been changed by a too blind carelessness on the part of our military leader, and our retreat back to Alexandria from place to place has so demoralized General Banks' army that the troops have no confidence in anybody or anything. I do not include, however, the troops of that veteran soldier General A. J. Smith, whose men have behaved with a bravery seldom surpassed and have saved the honor of the country. They have never failed in anything they have undertaken, and have been prevented from reaping the fruits of victory by the order of higher authority. Our army is now all here, with the best general (Franklin) wounded and unfit for duty in the field. General Banks seems to hold no communication with anyone, and it is impossible for me to say what he will do. I have no confidence in his promises, as he asserted in a letter, herein enclosed, that he had no intention of leaving Grand Ecore, when he had actually already made his preparations to leave. I enclose you copy of his letter to Lieutenant-Commander Selfridge, also of one General T. Kilby Smith wrote to me, expressing the general feeling about the manner in which the navy have been treated, and which was nothing more than true. General Banks has got himself into a bad scrape and involved me in it with him, yet it is a scrape that a good general could easily get himself out of, by making this his base of operations, and chasing the enemy until he was whipped at every point.

His retreat to Alexandria, instead of being made in an orderly manner, was conducted with great rapidity, and the enemy hung upon his flanks, annoying him, though they gained no advantages, under which circumstances he should have driven them into the river. The river is crowded with transports, and every gunboat I have is required to convoy them. I have to withdraw many light-drafts from other points on the Mississippi to supply demands here. In the meantime the enemy are splitting up into parties of 2,000 and bringing in the artillery (with which we have supplied them) to blockade points below here, and what will be the upshot of it all I can not foretell, I know that it will be disastrous in the extreme, for this is a country in which a retreating army is completely at the mercy of an enemy.

Little consideration was paid to the situation of myself and little squadron when exposed to all the power of the enemy's forces, who, failing to gain a second victory over our troops, turned all their attention to me. Thank God they have gained no advantage over me that will do them any good; the record made by the navy in these waters will never discredit it.

Steps will have to be taken quickly to relieve us from our perilous position, and all this country should be invaded at different points and held as long as the war continues. From here to Natchez is 65 miles, with a good road all the way through, and a body of men could march through that country and subsist there, for all time to come, preventing any successful attempts on the part of the rebels to cut off our transportation.

Notwithstanding that the rebels are reported as coming in from Washita [Ouachita] with heavy artillery to plant on the hills opposite Alexandria, no movement is being made to occupy the position, and I am in momentary expectation of having the rebel guns open

on the transports on the town side, or if they go down or come up the river, it will be at the risk of destruction. Our light-clads can do nothing against hill batteries. I am in momentary expectation of seeing this army retreat, when the result will be disastrous. One thousand five hundred persons have taken the oath of allegiance and their bitter denunciation of the rebels will be followed by a scene of butchery when we leave here that will be dreadful in the extreme.

Unless instructed by the Government, I do not think that General Banks will make the least effort to save the navy blockaded here. The following vessels are above the falls and command the right of the town: *Mound City, Louisville, Pittsburg, Carondelet, Chillicothe, Osage, Neosho, Ozark, Lexington, and Fort Hindman.*

I have sent Mr. Heap home to explain all that I can not write; he will tell you exactly how we are, and I trust that you will leave no effort untried to save the fleet and the honor of the Navy.

Those here in command of the army are entirely indifferent to the whole matter, excepting General A. J. Smith, who is sorely depressed at the prospect before us. At this moment the enemy have attacked our outposts and have driven in our indifferent cavalry, which came up, numbering 6,000, and have brought nothing but calamity in their train. Our whole army is cooped up in this town while a much inferior force is going rampant about the country making preparations to assail our helpless transports, which if caught, filled with men, would be perfect slaughterhouses.

I see no effort made yet to transport men to the other side of the river, while the rebels are doing all they can to bring batteries in on the river to cut up passing vessels. Quick remedies are required, and I deem it my duty to lay the true state of affairs before you. An intelligent general would get us out of the difficulties, but I see no prospect of it now. If left here by the army, I will be obliged to destroy this fleet to prevent it falling into the enemy's hands, and you may judge of my feelings at having to perform so painful a duty. I can not conceive that the nation will permit such a sacrifice to be made, when men and money can prevent it. My bearer of dispatches will explain to you fully how I am situated and the prospect there is of my being taken into consideration if the army has to retreat, which it will do to a certainty on the first opportunity. We have the means and the power of reinforcing this army to such an extent that it would be impossible for the enemy to compete with us. They can not subsist a large army here, while by occupying certain points on the river we can go and come as we please.

This is a most important part of the Union to us, and it will be the greatest defeat we have met with this war if we have to recede an inch farther. We have fought hard for the opening of the Mississippi and have reduced the naval forces of the rebels in this quarter to two vessels. If we have to destroy what we have here, there will be material enough to build half a dozen ironclads, and the Red River, which is now of not further dread to us, will require half the Mississippi Squadron to watch it. It is true that some time will elapse before anything can be made out of the material we shall endeavor to destroy, but it is impossible to foresee how long this war may last. I am apprehensive that the turrets of the monitors will defy any efforts we can make to destroy them.

Our prestige will receive a shock from which it will be long in recovering, and if the calamities I dread should overtake us the annals of this war will not present so dire an one as will have befallen us. In my whole course I have been governed by a sincere desire to see the rebel power crushed, and no one knows how I have worked to accomplish this object. I have sacrificed all private interests, all desires of a personal nature in furtherance of the object I have had nearest at heart, and I trust that you, sir, will appreciate my position. I know that you will give me credit for doing all that man could do under the adverse circumstances in which I have been placed. I shall not hesitate to sacrifice myself if necessary for the public good, and whatever may befall me, my name shall not go down dishonored to posterity.

This fatal campaign has upset everything. It has delayed 10,000 troops of General Sherman, on which he depended to open the State of Mississippi; it has drawn General Steele from Arkansas and already given the rebels a foothold in that country; it has forced me to withdraw many light-clad vessels from points on the Mississippi to protect this army that would desert me without notice, when a man of ordinary abilities would have marched triumphant to Shreveport.

General Sherman is very indignant at the manner in which he has been treated and his well-laid plans frustrated. He made an arrangement with General Banks to meet his troops in Alexandria on the 17th of March; so did I. We were here on the 16th, while General Banks did not leave New Orleans until the 22d; never left here for Natchitoches until the 2d April, and never left Natchitoches until the 6th; at which time General Sherman expected his troops to be back in Vicksburg and on their way to the scene of action. There is no foreseeing what other calamities may arise from the errors of one man, who, absorbed in his own interests, and diseased with political aspirations, cares little or nothing for the lives of those he has sacrificed, or thinks of anything but the effect this may have upon his future career.

I am, respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

P. S.—The only man here who possesses the entire confidence of the troops is General A. J. Smith, and if he were placed in command of this army he would, I am convinced, retrieve all its disasters.

Report of Lieutenant-Commander Mitchell, U. S. Navy, regarding plan suggested by Acting Ensign Quin, U. S. Navy, for cutting the channel at the falls for the passage of the vessels.

U. S. S. CARONDELET,
Red River, April 29, 1864.

SIR: One of my officers, Acting Ensign Michael Quinn [T. A. Quin], expresses his belief that he can cut the channel at the falls to sufficient depth to allow all the vessels above them to pass through. Mr. Quin has been engaged in business for some fourteen years as

civil engineer. His plan is to cofferdam the proposed channel and blast the rock out. He would require for a working party 250 men, half of whom could be contrabands, with a relief of the same number. He estimates that in thirty days from the [time the] cofferdam is put up he can have the channel of the necessary depth. I enclose a rough pencil sketch of the plan of the proposed channel.

Very respectfully, etc.,

JOHN G. MITCHELL,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Order of Lieutenant-Commander Smith, U. S. Navy, to Lieutenant-Commander Selfridge, U. S. Navy, regarding details for picket duty.

U. S. S. CHILlicothe,
Above Falls, Alexandria, La., April 29, 1864.

SIR: Two officers, one from each of the first two vessels on the following list, viz, *Neosho, Louisville, Osage, Mound City, Lexington, Pittsburg, Carondelet, Ozark, Chillicothe,* and *Fort Hindman,* will at 8 p. m. of this evening, place the three pickets from each vessel, beginning with the *Neosho* and *Louisville* in the following order. The pickets of each vessel being numbered 1, 2, and 3, will be placed—No. 1, 100 yards from the bank and 50 yards ahead of his vessel; No. 2, abreast of his vessel and 100 yards from the bank; No. 3, off her quarter, 100 yards from the bank.

These two officers will then place the other pickets of the line of vessels in the same order in regard to their vessels until all are placed.

The pickets will be instructed to keep themselves concealed from the woods, and if the enemy is seen, to fire his rifle at them and retire to the bank and report.

The pickets to be relieved at the usual time of striking four and eight bells. The picket officers to be relieved by the two officers from the next two vessels on the list at the expiration of every four hours.

No boats are to be left on shore, and the officers must be sure that the picket understands his orders before he leaves him. Their whole watch is to be passed on shore reviewing the pickets.

Very respectfully,

WATSON SMITH,
Lieutenant-Commander and Senior Officer present.
COMMANDING OFFICER,
U. S. S. Osage.

Letter from Major-General Banks, U. S. Army, to Rear-Admiral Porter, U. S. Navy, transmitting orders issued in relation to storehouse, also regarding location of troops in and about Alexandria.

HEADQUARTERS DEPARTMENT OF THE GULF,
Alexandria, La., April 29, 1864.

Permit me to enclose for your information orders regarding storehouse requested by you, also pertaining to position and location of troops in and about Alexandria.

There are several transports ready to leave for below. Allow me to request that a convoy be designated to accompany them. If convenient to have the convoy at 12 o'clock, I would prefer to start the boats at that time.

I am, admiral, with great respect, your obedient servant,

N. P. BANKS,

Major-General, Commanding.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

[Enclosures.]

HEADQUARTERS DEPARTMENT OF THE GULF,

Alexandria, La., April 28, 1864.

ADMIRAL: The major-general commanding has directed Brigadier-General Grover to remove the guard placed by him over the storehouse in Alexandria, and he has no doubt but that upon learning of this fact you will also direct the removal of the guard from the navy which is placed over the same building.

If there is any storehouse in Alexandria which can be of service to the navy, or if this one is necessary to you, the general commanding, upon a statement to that effect, would be pleased to have the same given to you with as little delay as is possible.

I have the honor to be, very respectfully, your obedient servant,

WILLIAM DWIGHT,

Brigadier-General and Chief of Staff.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

HEADQUARTERS DEPARTMENT OF THE GULF,

Alexandria, La., April 28, 1864.

At the request of Admiral Porter the storehouse has been assigned to navy for their use. You will please issue the necessary orders to prevent its being occupied by any but them, even if temporarily vacated.

It will be considered subject at all times to their orders.

I am, very respectfully, your obedient servant,

GEO. B. DRAKE,

Assistant Adjutant-General.

Brigadier-General C. GROVER,

Commanding Post, Alexandria.

FIELD ORDERS, }
No. 29. }

HEADQUARTERS DEPARTMENT OF THE GULF,

Alexandria, La., April 28, 1864.

* * * * *

9. The line of battle for the defense of Alexandria will consist of Major-General McClernand's and Brigadier-General Smith's commands, with Brigadier-General Emory's division in reserve.

General Smith will cause his left to rest on the Red River, his right extending to the same point on the railroad, where it touched this evening, and thence to the Opelousas road at this point. On the right of the Opelousas road Major-General McClermand's left will rest. His command will extend in a line according to the nature of the ground to the bridge on the Bayou Rapides road.

Brigadier-General Emory's division will form the reserve for this line. The lines will be maintained, but Generals McClermand, Smith, and Emory are at liberty to encamp their troops where most convenient to water, though ready to move on the lines at a moment's notice.

By command of Major-General Banks.

GEO. B. DRAKE,
Assistant Adjutant-General.

FIELD ORDERS, } HEADQUARTERS DEPARTMENT OF THE GULF,
No. 30. } *Alexandria, La., April 29, 1864.*

1. For the preservation of the health and for the convenience of the command the troops of this army will encamp as follows:

The Thirteenth Corps, Major-General McClermand, on Bayou Rapides, at or near the ground previously occupied by it, except one brigade, which will be thrown a short distance in advance.

The detachments of Sixteenth and Seventeenth Corps, Brigadier-General A. J. Smith, upon the ground now occupied by them.

First Division, Nineteenth Corps, Brigadier-General Emory, on either side of Bayou Rapides that he may select, not taking ground required by the Thirteenth Army Corps.

Second Division, Nineteenth Corps, Brigadier-General Grover, on the ground it now occupies.

Trains will be kept as far in rear of the line of defense as possible, and no supplies except such as are needed for immediate necessity will be taken from the trains to the camps.

In case of an attack from the enemy in force, it will be always understood that the troops are to at once take position upon the line of defense and in the order set forth in paragraph 9.

By command of Major-General Banks.

GEO. B. DRAKE,
Assistant Adjutant-General.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Johnston, U. S. Navy, commanding U. S. S. Forest Rose, to transport Generals Franklin and Hunter, U. S. Army, to the mouth of Red River.

MISSISSIPPI SQUADRON, FLAGSHIP CRICKET,
Off Alexandria, La., April 30, 1864.

SIR: You will proceed down to the mouth of Red River, taking Generals Franklin and Hunter with you. You will put General Hunter on the *Black Hawk*, or take him to the mouth and put him on a transport, bound up.

Take General Franklin to the mouth of Red River and put him on a transport bound to New Orleans. After doing this, fill up with coal and return here without delay, bringing up all the news you can.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral.

Acting Volunteer Lieutenant J. V. JOHNSTON,
Commanding Forest Rose.

Letter from Major-General Banks, U. S. Army, to Rear-Admiral Porter, U. S. Navy, transmitting copy of communication from Major-General Steele, U. S. Army.

HEADQUARTERS DEPARTMENT OF THE GULF,
Alexandria, La., April 30, 1864.

ADMIRAL: By direction of the commanding general, I enclose to you a copy of a communication received from Major-General Steele yesterday noon, and have the honor to be,

Very respectfully, your obedient servant,

W. SIMPSON,
Lieutenant and Assistant Secretary to Major-General Banks.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

[Enclosure.]

HEADQUARTERS DEPARTMENT OF ARKANSAS, ETC.,
Camden, Ark., April 23, 1864.

GENERAL: YOURS by Captain Dunham was received this morning. We have been receiving—yesterday and to-day—rumors of reinforcements sent by Kirby Smith to Price at this point, and of a contemplated attack. It is said that 8,000 infantry have arrived at Price's camp, about 16 miles from here. They have received reinforcements undoubtedly, what number I can not judge from my information. Price had from ten to twelve thousand before, a large portion of it cavalry, or mounted infantry and cavalry.

They have just opened upon my outposts with artillery. This may be to get as near our lines as possible to-night, preparatory to a general attack to-morrow morning. The rebels are said to be very much encouraged by an order of General K. Smith, detailing his successes against your command. They also captured a large forage train sent out from here, with two 6-pounders and two mountain howitzers spiked. The escort was about 1,300, the majority negroes. I desire to cooperate with you in the best manner possible, at the same time covering Arkansas until Shreveport shall be ours. The present prospect is that I shall have my hands full to manage Price. We have a strong position here. The rebels have fortified it for us. I have sent to Little Rock for all the troops that can be spared, and as soon as I can develop their strength, I will test their mettle, if they do not withdraw from their present position. It is my opinion that the line of the Ouachita should be secured, and that if there are any gunboats unemployed on Red River they should be sent up this

river. The river is now navigable to this place for large-class boats, and if we could get supplies to within 50 miles of here, with the Ouachita to protect our flank while there is not water enough for the gunboats, it would be of great assistance to us. To enable us to move from here, we must have supplies, and those of the country are nearly exhausted. But supplies or no supplies, I will not let Price get out of his present position for the purpose of going to Shreveport. Owing to contingencies which Captain Dunham will explain to you, it is impossible for me to say definitely that I will join you at any point on the Red River within a given time. If you had moved up the Ouachita you would have left Louisiana uncovered. If I should move down the Ouachita and then across to Red, I should leave Arkansas and Missouri in the same situation. If our respective forces were strong enough for us both to move direct on Shreveport, this would, to a considerable extent, be avoided. But as I have already intimated, there may be a superior force in front of me. At all events reinforcements might be added which would overwhelm my command, without any possibility of assistance from you while we are moving on lines so wide apart.

I have said nothing about the question of forage. During our march between here and Arkadelphia, we have been obliged to send from 5 to 15 miles off the road to procure a scant supply, and it is doubtful whether our stock will hold out much longer.

I have the honor to be, general, very respectfully, your obedient servant;

F. STEELE, *Major-General.*

Major-General N. P. BANKS,
Commanding Department of the Gulf.

Instructions from Major-General Banks, U. S. Army, to Major-General McClermand, U. S. Army, regarding proposed operations near Alexandria, La.

HEADQUARTERS DEPARTMENT OF THE GULF,
Alexandria, La., May 2, 1864.

GENERAL: The major-general commanding directs that you advance with your infantry on the Bayou Rapides Road and drive the enemy from your front. You are at liberty to use both sides of the bayou if you see fit. The commanding general desires that you will use as little artillery as possible and that you lose as little time as possible in skirmishing. He desires that you will drive the enemy beyond the Twelve-Mile Bridge. Those of the enemy who are driven to your left should be captured.

Brigadier-General A. J. Smith is directed to support you with his command, and for that purpose will move at the same time with you by the Opelousas Road and crossroad into the Bayou Rapides Road.

Please state the earliest hour at which you will be ready to move, and move promptly at the hour, so that there may be no confusion in regard to General Smith.

Nothing in these instructions will justify you in bringing on a general engagement. The object is to ascertain whether the enemy is

in force beyond the Bayou Rapides; and if not, to drive him beyond the Twelve-Mile Bridge.

Very respectfully, general, your obedient servant,

WM. DWIGHT,

Brigadier-General, Chief of Staff.

Major-General J. A. McCLEARNAND,

Commanding Thirteenth Army Corps.

Copy respectfully furnished for the information and guidance of Brigadier-General A. J. Smith. General Smith will move at an hour, which will be indicated, with his whole command, with the exception of the advanced brigade, which will remain in its present position. A guide will be furnished.

For the information of Rear-Admiral D. D. Porter, commanding Mississippi Squadron.

[Enclosure.]

FIELD ORDERS, }	HEADQUARTERS DEPARTMENT OF THE GULF,
No. 33. }	<i>Alexandria, [La.], May 2, 1864.</i>
* * * * *	* * * * *

2. The following officers are hereby detailed to assist Lieutenant-Colonel Bailey, acting military engineer, to seeing that officers in charge of working parties thoroughly attend to their duties and cause the men under their commands to work energetically.

Colonel Wilson, aid-de-camp, Major-General Banks, will be on that duty from 7 a. m. until 9 o'clock this p. m.

Colonel [Charles C.] Dwight, acting inspector-general, Nineteenth Army Corps, from 9 o'clock this p. m. until 7 a. m. to-morrow.

Major Sentell, provost-marshal, Nineteenth Army Corps, from 7 a. m. to-morrow until 9 p. m. same day, and so on alternately until the completion of the dam.

By command Major-General Banks:

GEORGE B. DRAKE,

Assistant Adjutant-General.

Colonel WILSON.

Order of Lieutenant-Commander Breese, U. S. Navy, to Acting Master Donnelly, U. S. Navy, commanding U. S. S. *Nymph*, to proceed to patrol duty in Red River.

U. S. [S. BLACK HAWK],
Mouth Red River, May 3, [1864].

SIR: You will proceed up Red River and will patrol that river from the mouth of Black River to Fort De Russy.

You will take care to anchor at night in such positions as will enable you to use your guns in the most advantageous manner.

Very respectfully, your obedient servant,

K. R. BREESE,

Lieutenant-Commander, Commanding.

Acting Master PATRICK DONNELLY,

Commanding Officer U. S. S. Nymph,

Mouth Red River, La.

Order of Lieutenant-Commander Breese, U. S. Navy, to Acting Ensign Morong, U. S. Navy, to report to Rear-Admiral Porter, U. S. Navy, at Alexandria, La.

U. S. [S. BLACK HAWK],
Mouth of Red River, May 3, [1864].

SIR: You will take the empty barge in tow and proceed to Alexandria and report to Rear-Admiral D. D. Porter, from whom you will ask further instructions, reporting to him the positions of the vessels as you find them on your way up.

Respectfully, etc.,
K. R. BREESE,
Lieutenant-Commander, Commanding.

Acting Ensign J. C. MORONG,
Commanding *Argosy*.

Report of Lieutenant-Commander Breese, U. S. Navy, regarding affairs at the mouth of Red River.

[U. S. S.] BLACK HAWK,
Mouth of Red River, May 3, [1864].

DEAR SIR: The *Argosy* came down to-day with a convoy and will return to her station to-morrow morning at daylight. I relieved you of all the mail I could, brought down by the *Avenger*, the result of which I send you, and wish I could relieve you to some greater extent. I think everything can be kept quiet along the river—Foster at Bayou Sara, the *Bragg* at Morganza, *Choctaw* here, ready for any place, the *Champion* at Fort Adams, *Price* at Ellis Cliffs, and *Ouachita* at Natchez.

Captain Hurd's resignation of the *Exchange* has been accepted. I retain it until I hear from you, not knowing whom you wish to take his place. I would like very much to order the tug *Laurel* here from Skipwith's, as I find one tug quite inadequate to do all the work required at this place, what with the carpenter shops, transports, barges, etc.

The *Nymph* (54) arrived to-day; her crew are almost all boys, and she needs some contrabands. I have ordered her to patrol the river between Fort De Russy and Black [River], and have already informed you of the disposition of the *Avenger*. I hear that the *Emma* was burned 50 miles below Alexandria, and that she was in at the bank. McClernand's quartermaster is to blame, as he would not permit the depot quartermaster to give her any orders, and had no guard on board; her crew were taken into the country. All that could be found about her were the remains of official envelopes about the bank; if she carried a mail it was probably captured and contents known.

The *Forest Rose* has not yet returned from New Orleans. I send up an empty barge by the *Argosy*. There is a coal barge at the mouth of Black River in charge of the gunboat stationed there. The river has risen here 8 inches in the last twenty-four hours, and the current runs up to Black River. All the upper rivers are rising and coming together, Mr. Tennyson says, and he thinks there is no doubt but that we will have a full river, but of short duration. I shall be so happy and relieved when I hear of all the vessels below the falls. Some of

the papers say that Banks is to be relieved, but when that happy time arrives I fear it will be too late for any good.

Greer had a relapse from his fever, but at last accounts was doing well again, although still very weak. How would it do to order Townsend to the *Benton* and Greer to Cairo? From what I understand Phelps to say, Townsend will have nothing but his own vessel, and as she is to be repaired, her executive, I should think, might look out for that. The *Benton* ranks A No. 1, so that the change would be in Townsend's favor. Should Captain Richardson's resignation be accepted, whom do you want sent in his place?

The rebels who are annoying us on Red River have their headquarters at Cheneyville, are under General Stafford (?), only two months in the Trans-Mississippi Department; there are only 400 of them, with four pieces of artillery. They roam from Simmesport to Marksville, and thence when the coast is clear make a dash on the river with a few men and one piece of artillery. The captain of the *Argosy* thinks he used that up, as it did not fire any more after he burst a shrapnel on the embasement cut in the levee. I have a requisition for ammunition for the *Osage*, but do not like to send it up without your orders. Please let me know if it is wanted.

The *Judge Torrence* is perfectly rotten, and nothing can be done with her to advantage. I think if you could supply her place with anything, that she would do very nicely for a receiving ship, and her engines might be good for something. Mr. Bickerstaff is very ill with a congestive chill and will be a great loss to us during his illness.

Will you tell Guild to send down the list of officers, etc., that I may tell the vacancies above and do what I can to fill them.

Hoping to hear good news from you soon,

Believe me, respectfully, and truly yours,

K. R. BREESE,

Lieutenant-Commander.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Report of Lieutenant-Commander Breese, U. S. Navy, regarding location of certain vessels of his command.

MISSISSIPPI SQUADRON,

Flagship Black Hawk, Mouth of Red River, May 3, 1864.

DEAR SIR: The *Ouachita* is at Natchez broken down, *Champion* at Fort Adams. *Price* cruising between Fort Adams and Ellis Cliffs. The *Bragg* goes to Morganza in an hour. *Choctaw* here, which I keep, as I hear to-day that two 30-pounder Parrotts and two small guns crossed the Atchafalaya with 500 men. They go to Point Coupée, it is stated. The river is rising and a big rise coming down. Mr. Burns will tell you how he gets up.

I have ordered the *Avenger* to lie at Black River with a coal barge, and not to leave except when relieved by a boat coaling, which will receive the same orders. All quiet above and below.

K. R. BREESE,

Lieutenant-Commander.

Rear-Admiral D. D. PORTER, U. S. Navy,

Commanding Mississippi Squadron.

Report of Acting Volunteer Lieutenant Gregory, U. S. Navy, regarding engagements with the enemy at Dunn's Bayou and Wilson's Bend, Red River.

ON BOARD U. S. S. CLAIR,
Alexandria, La., May 3, 1864.

SIR: I have the honor to make the following report:

Having taken the barge in tow at Fort De Russy, according to your orders, I started for this place. At Dunn's Bayou we were fired upon by about 100 guerrillas and again at Wilson's Bend by about 30, with musketry. The vessel was hit about 200 times; my second assistant engineer very slightly wounded; no other damage done, save the spoiling of some of our furniture. I shelled them out, in which I am proud to say my officers and crew behaved with that coolness that is likely always to success.

Very respectfully, your obedient servant,

THOS. B. GREGORY,
Acting Volunteer Lieutenant, Commanding.

Admiral DAVID D. PORTER,
Commanding U. S. Mississippi Squadron.

Order of Lieutenant-Commander Breese, U. S. Navy, to Acting Ensign Burns, U. S. Navy, to report to Rear-Admiral Porter, U. S. Navy, at Alexandria, La.

U. S. [S. BLACK HAWK],
Mouth of Red River, May 3, [1864].

SIR: Proceed in the *Nymph* to Black River. Show this order to Captain Wright, who will take you to Fort De Russy. On your arrival at that place, Captain Wright will order one of the light-drafts stationed there to take you up to Alexandria, where you will report to Admiral Porter.

Respectfully, etc.,

K. R. BREESE,
Lieutenant-Commander, Commanding.

Acting Ensign BURNS,
On special duty.

Order of Lieutenant-Commander Breese, U. S. Navy, to Acting Volunteer Lieutenant Wright, U. S. Navy, regarding transportation for Acting Ensign Burns.

U. S. [S. BLACK HAWK], *May 3, 1864.*

SIR: You will let the *Nymph* look out for the barge and take Mr. Burns to Fort De Russy. Order one of the light-drafts to take him from there to Alexandria, and say to the commander to ask the admiral to permit him to return, so that you may return to Black River, where the *Nymph* will take up her cruising. It is possible the *Argosy* may require coal; if so, you can remain until she fills up. Give the captain of the *Nymph* instructions not to leave the barge alone, except on the most important considerations.

Respectfully, etc.,

K. R. BREESE,
Lieutenant-Commander.

Acting Volunteer Lieutenant WRIGHT,
Commanding Avenger.

Report of Rear-Admiral Porter, U. S. Navy, commending the conduct of Ensign Terry, U. S. Navy, in temporary command of transport *Benefit*.

No. 110.]

MISSISSIPPI SQUADRON, FLAGSHIP CRICKET,
Off Alexandria, La., May 4, 1864.

SIR: I endeavor to do justice to all officers under my command, but have failed to mention the gallant conduct of Ensign S. W. Terry on the expedition up Red River. He was placed on board the transport *Benefit* to take dispatches to me at Springfield Landing. I had ordered a fieldpiece and a 24-pounder boat howitzer placed on this vessel and part of the crew of the flagship to go in her.

About 50 miles above Grand Ecore Mr. Terry discovered a battery of four guns facing down the river, on which he opened with his howitzer and steamed on. The battery opened a quick fire on him, striking the vessel almost every time.

The river captain of the *Benefit* was killed and three of the men, but the little transport fought her way through and brought me the dispatches, which were important. Such cool, brave conduct gives promise of a good officer. I commend him to the notice of the Department.

I am, sir, very respectfully, your obedient servant,
DAVID D. PORTER,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Breese, U. S. Navy, regarding the capture of U. S. transport *City Belle* above Fort De Russy.

[U. S. S.] BLACK HAWK, *May 4, 1864—7 p. m.*

DEAR SIR: The *Avenger* has just come down from Fort De Russy to inform me that the *City Belle*, with an Ohio regiment on board, was captured about 30 miles above Fort De Russy, and that there was a bearer of dispatches on board from Washington for General Banks. Mr. Burns can tell you who he was. He never reported to me here. I shall not permit any more boats to go above Black River without convoy, and as your instructions are not to send any above Fort De Russy without your orders, please instruct me on the subject. There are only about 500 men under General Stafford,* headquarters at Cheneyville, who do all this mischief. I wrote you a note by the *City Belle*; nothing important, only inclosing a late newspaper and telling you the river was rising rapidly.

Captain Birch informs me it was falling again at Cairo, but the papers report rises in the rivers above.

Respectfully, etc., K. R. BREESE.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

* Unidentified.

Report of Lieutenant-Commander Breese, U. S. Navy, regarding the movements of certain vessels.

[U. S. S.] BLACK HAWK, *May 4, 1864.*

DEAR SIR: The *Lyon* has just arrived, and I send you the mail, etc.

The *Tallahatchie* (46) arrived to-day, and has been ordered to cruise between Fort De Russy and 20 miles below. The *Nymph* from thence to Black River. Both are just in commission and have hardly got things straight. There are two more coming from Commodore Palmer.

The *Lyon* brought some ammunition, a few stores, and some provisions. She will be back here on the evening of the 6th, and I will detain her to morning of the 7th, should you want to send up anything. I send you a barrel of flour, said to be very nice. There is an 11-inch hawser here for the *Louisville*, but as it is too large for your use at Alexandria and could not well be carried on the *Forest Rose*, I keep it here and send up a 9-inch.

Respectfully, etc.,

K. R. BREESE,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER, U. S. Navy.

Letter from Major-General Banks, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, requesting cooperation of some of his gunboats in Red River.

ALEXANDRIA, LA., *May 4, 1864.*

On the 30th of April I sent information of the situation of the fleet, and asked the assistance of your gunboats for the maintenance of our communication on Red River. No material change in the condition of affairs has occurred. We have commenced the construction of a dam across Red River, with every prospect of successful termination, which we hope will release the fleet. It will occupy ten days in its construction. Our communications are of great importance in the meantime. I beg that there may be no delay in the movement of your boats, as their cooperation will be very important. The army is in the best condition and spirits. It is not impossible that some portion of the enemy's forces may occupy the west bank of the Mississippi. All steamers ought to be prohibited from touching at any exposed point on that side, and the lower river should be thoroughly patrolled. We look for the concentration of the whole rebel force west of the Mississippi at this point. Our information concurs with this expectation, and the magnitude of the stake at issue is such that it is impossible to believe that the enemy will fail to capture or destroy this fleet if it be in his power.

N. P. BANKS,
Major-General, Commanding.

Admiral FARRAGUT, OF
Officer commanding the fleet at New Orleans.

Letter from Brigadier-General Dwight, U. S. Army, to Rear-Admiral Porter, U. S. Navy, desiring the services of a gunboat in a foraging expedition.

HEADQUARTERS DEPARTMENT OF THE GULF,
Alexandria, May 4, 1864.

ADMIRAL: The commanding general desires to know when you can furnish a gunboat to accompany a transport down and up the Red River on a foraging trip. The question of forage is becoming a serious one, and we must use every exertion to procure a supply. Soldiers and one or two wagons will accompany the transport to drive the enemy from the banks of the river and collect the forage. The commanding general hopes that, besides obtaining corn, the expedition will do something toward keeping the river open, or at least driving muskets from its banks. He respectfully suggests that any boat which you would use as a patrolling boat could very effectually perform the two duties at the same time.

Very respectfully, I am, admiral, your obedient servant,

W. DWIGHT.

Brigadier-General and Chief of Staff.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Letter from Lieutenant-Commander Breese, U. S. Navy, to Major-General Reynolds, U. S. Army, commanding at New Orleans, urging, in view of the loss of steamer *City Belle*, that no transports bound for Alexandria proceed without convoy.

U. S. S. BLACK HAWK,
Mouth of Red River, May 4, [1864]—p. m.

SIR: I regret to inform you that the transport *City Belle* was captured and destroyed by the rebels about 30 miles above Fort De Russy. She had on board an Ohio regiment and a bearer of dispatches from Washington to General Banks, all of whom, with the exception of half a dozen, were captured or killed. They made a gallant fight, I am informed, but it is a pity she should have gone without convoy.

Will you please instruct the transports bound to Alexandria not to go beyond Black River without convoy, and to report to me or the senior naval officer at this place for instructions.

Respectfully, your obedient servant,

K. R. BREESE,

Lieutenant-Commander, Commanding.

COMMANDING GENERAL at New Orleans.

Letter from Major-General Banks, U. S. Army, to Rear-Admiral Porter, U. S. Navy, regarding attack upon transport *City Belle*, and desiring that gunboats patrol the river below Alexandria.

HEADQUARTERS DEPARTMENT OF THE GULF,
Alexandria, La., May 4, 1864.

ADMIRAL: A regiment coming from Baton Rouge on board steamer *City Belle* was fired into on her way up, at Wilson's plantation, 15

miles below here. Two or three colonels and many men are reported killed, and some prisoners made.

One hundred and fifty men are on the opposite bank of the river. The quartermaster is directed to send a boat down for their relief, and they desire that a convoy may accompany it, and go as far as the wreck of the steamer. It seems to be necessary that this part of the river should be patrolled by the gunboats, or that at least a boat should be stationed at the point where this affair occurred. I beg your immediate attention to this subject.

Very respectfully, your obedient servant,

N. P. BANKS,

Major-General, Commanding.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron, Alexandria, La.

Letter from Major-General Banks, U. S. Army, to Rear-Admiral Porter, U. S. Navy, desiring that no transports be allowed to ascend Red River without convoy.

HEADQUARTERS DEPARTMENT OF THE GULF,
Alexandria, La., May 4, 1864.

ADMIRAL: In order to prevent recurrences like that which I have referred to in another letter, orders should be given to the gunboats stationed at the mouth of the river to prevent transport vessels coming to Alexandria, unless properly protected in themselves and by convoy. I will be obliged to you if you will give such instructions to the officers commanding the boats at the mouth of the river.

Very respectfully, your obedient servant,

N. P. BANKS,

Major-General, Commanding.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Letter from Rear-Admiral Porter, U. S. Navy, to Major-General Banks, U. S. Army, regarding troubles arising from the movement of vessels without convoy.

MISSISSIPPI SQUADRON, FLAGSHIP CRICKET,
Off Alexandria, La., May 4, 1864.

GENERAL: Your communication of this date has been received, and as far as I can prevent the destruction of property with the small boats that I have, I will do so; but if boats start off without convoy, I can not help their getting into trouble. In a few days I hope to be able to remove all these difficulties. There are but 300 or 400 men at Wilson's and Smith's who are firing on the boats, and who will continue to do so until they are molested themselves, and the corn and forage at the above-mentioned places, which they subsist on, are taken away from them for our own use. There are some thousands of bushels.

I have given orders to a gunboat here to lie below the transports and prevent them from leaving without a convoy. I have also given orders to the commander at mouth of Red River and Fort De Russy

to permit no boats to come up without convoy. My impression is that the enemy are quietly getting artillery below to cut off the transports, and Wilson's plantation is not the only place where they will be molested. I think a strong force posted in that neighborhood for a time would be of great service.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Major-General N. P. BANKS,
Commanding Department of the Gulf, Alexandria, La.

Letter from Brigadier-General Dwight, U. S. Army, to Rear-Admiral Porter, U. S. Navy, proposing the occupation of Fort De Russy by a military force and protection of the river by detachments on gunboats.

HEADQUARTERS DEPARTMENT OF THE GULF,
Alexandria, May 4, 1864.

ADMIRAL: In reply to your communication of to-day to the commanding general, I have the honor to inform you that a brigade, with artillery, has been directed to proceed to Fort De Russy, to occupy and hold that fort. On their way down the river they will stop at Wilson's and Smith's farms and endeavor to drive the enemy from that point and take away or destroy such forage and subsistence as may be found there.

General Nickerson, commanding the brigade, has also been directed to endeavor to keep the banks of the river free from the enemy. It was suggested to him that this might be done by sending detachments on gunboats to such points as might be infested.

Very respectfully, I am, sir, your obedient servant,

WILLIAM DWIGHT,
Brigadier-General, Chief of Staff.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Master Saunders, U. S. Navy, commanding U. S. S. Tallahatchie, for patrol duty in Red River.

U. S. [S. BLACK HAWK],
Mouth Red River, May 4, [1864].

SIR: You will proceed without delay up Red River and patrol that stream from Fort De Russy to a point 20 miles below.

When you anchor at night take care to choose such positions as will enable you to use your guns in the most advantageous manner.

Should you get out of coal, the next vessel to you will relieve you, and you can repair to the mouth of Black River to obtain it.

By order of Admiral Porter:

Very respectfully, your obedient servant,

K. R. BREESE,
Lieutenant-Commander, Commanding.

COMMANDING OFFICER, U. S. S. TALLAHATCHIE,
Mouth Red River, La.

[Telegram.]

CAIRO, ILL., May 5, 1864.

The *Eastport*, sunk by a torpedo on the 15th April, was raised, and after great toil moved down the river 52 miles, where, finding her immovably fixed on a bed of logs, she was blown up on 26th, 60 miles above Alexandria, which our army had already reached. Guns and stores saved. *Cricket*, flagship, *Hindman*, *Juliet*, and two pump boats were with her. We were attacked by fifteen hundred infantry as train was about being fired. Enemy attempted to board *Cricket*, but were driven off after short engagement; their loss unknown; ours 4 wounded. *Eastport* then fired by Captain Phelps and reduced to complete wreck. Lay by her two hours, then proceeded down river. Ten miles below were opened on by battery of fifteen 24's and 12's, supported by large infantry force. *Cricket* passed battery with loss of 25 killed and wounded out of crew of 50. Was struck 38 times by shot and shell in 4 minutes, besides heavy musketry. One pump boat exploded in boiler, drifted under battery and abandoned by crew. *Juliet*, in tow of the other, was disabled and backed up out of fire, covered by *Hindman*. *Cricket* grounded below battery and set on fire by explosion of ammunition. Fire extinguished without serious damage. *Hindman* and *Juliet* repaired damages during night and next day, with remaining pump boat, passed battery about 11 a. m. *Hindman* badly cut up; *Juliet* completely riddled. Two killed in *Hindman*; 15 killed and wounded in *Juliet*; pump boat disabled in engine, abandoned, and fired.

Fleet above Alexandria numbers 8 iron and 2 light clads. Three feet on falls, 7 required. Army threatens to evacuate Alexandria, in which case the loss of these vessels becomes inevitable. Army has lost confidence in its chief and is becoming demoralized by his incompetency, converting substantial successes into disgraceful retreats. We have there 30,000 excellent troops, splendidly equipped. Only require a good leader to secure a glorious victory. General A. J. Smith has saved army from destruction. Let me beg you, as you value the honor of the country and the safety of the splendid fleet above Alexandria, to use all your influence to arrest this shameful retreat and to have a general sent who will command confidence. Not a moment to be lost.

Leave at 3 a. m. for Washington with dispatches, but time is so important an element that I take liberty of communicating fully by telegraph, hoping that measures will immediately be taken to save the country from the greatest disgrace and disaster of the war. The fleet has stood nobly by the army, but has been shamefully required. I always except the corps under A. J. Smith, but his efforts to assist us were nullified by imperative orders.

G. H. HEAP.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Brigadier-General Dwight, U. S. Army, to Rear-Admiral Porter, U. S. Navy, requesting that Brigadier-General Nickerson, U. S. Army, and transports be allowed to proceed without convoy.

HEADQUARTERS DEPARTMENT OF THE GULF,
Alexandria, May 5, 1864.

ADMIRAL: Brigadier-General Nickerson, who left yesterday in transports for Fort De Russy, with orders to stop on his way down the river and drive the enemy from their position at Wilson's and Smith's farms, has been stopped by gunboat *No. 10* for not having a convoy. The major-general commanding is anxious that he should be permitted to proceed, and requests that you will send orders to the commanding officers of the gunboats below to allow him to pass, inasmuch as he has artillery on board and is prepared to land at any point where he may find the enemy.

Very respectfully, I am, admiral, your obedient servant,
WILLIAM DWIGHT,
Brigadier-General, Chief of Staff.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Order of Brigadier-General Nickerson, U. S. Army, to the commanding officer of U. S. S. *St. Clair*, to proceed as convoy toward Fort De Russy.

HEADQUARTERS 1ST BRIGADE,
2D DIVISION, 19TH ARMY CORPS,
On Board Transport Silver Wave, in Red River, May 5, 1864.

It appearing that the enemy's batteries have been moved to a point below Wilson's plantation, Captain Gregory, commanding gunboat *St. Clair*, is hereby ordered to proceed with this command toward Fort De Russy until further orders.

By command of Brigadier-General F. S. Nickerson:
J. H. METCALF,
Assistant Adjutant-General.

Extract from field order of Major-General Banks, U. S. Army, designating the U. S. S. *Hindman* for transporting cavalry force.

FIELD ORDERS, } HEADQUARTERS DEPARTMENT OF THE GULF,
No. 36. } <i>Alexandria, La., May 5, 1864.</i>
* * * * *

8. Brigadier-General Richard Arnold, commanding the cavalry division, will detail 100 dismounted men, with a sufficient number of officers, to report on board the gunboat *Hindman*, lying above the falls, at 7 o'clock to-morrow morning.

They will take their firearms and five days' rations.
By command of Major-General Banks:
GEO. B. DRAKE,
Assistant Adjutant-General.

Admiral PORTER.

Report of Acting Volunteer Lieutenant Hoel, U. S. Navy, commanding U. S. S. Pittsburg, regarding the readiness of that vessel for the passage of the falls.

U. S. S. PITTSBURG, *May 5, 1864.*

SIR: The preparations, according to your instructions for the purpose of passing over the falls, are all complete on board this vessel. At half an hour's notice she will be all ready.

I am, most respectfully, your obedient servant,

W. R. HOEL,

Acting Volunteer Lieutenant, Commanding.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Smith, U. S. Navy, commanding U. S. S. Chillothe, regarding the readiness of that vessel for the passage of the falls.

U. S. S. CHILlicothe,

Above Alexandria Falls, La., May 5, 1864.

SIR: In accordance with your order of the 2d instant, I now report that the preparations therein directed to be made for keeping water out of the hull in passing the falls have been completed. Every hatch can in a few minutes have its iron grating secured, a heavy tarpaulin battened over it and the combings, and a strong wooden cover spiked down over all. The fire-room hatch has the same, and the smoke pipes are closely boarded, with 10 inches space to the height of 4½ feet from deck.

Very respectfully,

WATSON SMITH,

Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding U. S. Mississippi Squadron.

Report of Acting Volunteer Lieutenant Lord, U. S. Navy, late commanding U. S. S. Covington, regarding the loss of that vessel during engagement below Alexandria, on Red River, May 5, 1864.

U. S. S. CHILlicothe,

Above Alexandria Falls, May 8, 1864.

SIR: It is with feelings of regret that I report the loss of the U. S. S. *Covington*, and most respectfully submit the following report:

I left Alexandria convoying the steamer *Warner* at 8 o'clock on the morning of May 4, 1864.

While passing Wilson's plantation the *Warner* was fired into by about 100 infantry, losing one man. I fired my stern guns at them for some time and passed on.

After proceeding about 1½ miles farther Mr. McCloskey, a pilot belonging to the *General Price*, struck the stern of the vessel against a bar, thereby breaking the port rudder badly and shivering the tiller. I told him that hereafter Mr. Emerson, my other pilot, would handle her.

I tied up all night about a mile from the Red House and commenced repairing my rudder and tiller. At about 5 o'clock I was joined by the U. S. S. *Signal*. Both of us kept up through the

night an irregular fire on the right-hand shore going down, as they had fired upon us with infantry while we were repairing.

At 4.30 o'clock in the morning we all got underway, the *Warner* in the lead, the *Covington* next, and the *Signal* last.

At Dunn's Bayou (on the right going down) we were fired upon by two pieces of artillery and infantry. The *Covington* was hit by this battery only three times, and the *Warner's* rudders were disabled, but she still continued downstream until she came to a short point in the river, when she went into the bank. She had no sooner struck the bank when a rebel battery on the right shore going down, and from 4,000 to 5,000 infantry, opened upon her and my vessel.

The *Covington* and *Signal* immediately commenced firing. Almost every shot either struck the boilers, steam pipe, or machinery of the *Warner*, as she was only about 100 yards from the battery.

After we had engaged the battery about three hours, the *Warner* hoisted a white flag. We still kept up our fire, and I sent a party from my vessel under a severe fire to burn her, but the colonel in charge sent me word that there were nearly 125 killed and wounded, and requested that I would not burn her, which was granted. A short time after this I was informed that the *Signal* was disabled. I immediately rounded to and went alongside of her, took her in tow, and started upstream, but my rudder became disabled, and the *Signal* got adrift. It was impossible to pass the *Warner*, so Mr. Emerson, my pilot, informed me. Knowing that the *Signal* would drift down on the *Warner* and the rebels would immediately board her, I ordered the commanding officer to anchor her, which was done.

Finding it impossible to handle my vessel and fearing I should get on the side where artillery and infantry were, I went over on the other bank and made fast, head upstream.

I used my stern guns on the lower battery and my broadside on the infantry abreast of us and my bow guns on the battery that was ahead of us, which had been brought down from Dunn's Bayou.

My escape pipe was cut while alongside of the *Signal*, causing a great deal of steam to escape and making the impression that the boilers had been struck; the men, however, soon rallied and kept up a brisk fire on the enemy. Most of the soldiers and officers, amongst whom were Colonel Sharpe, of One hundred and fifty-sixth New York Volunteers; Colonel Raynor, One hundred and twenty-ninth Illinois [Fifty-sixth Ohio] (wounded in both legs); Lieutenant Simpson, aid-de-camp to General Banks; and Acting Assistant Paymaster Chester, went over on the *Signal*. The *Signal* getting adrift from us, they were not able to return to my vessel.

After I had been tied to the bank an hour or so, my steam drum was cut and a shell struck under the boilers, letting out all the water.

My ammunition gave out, my howitzers were all disabled by the bracket bolts drawing out, and every shot coming through us. With one officer and a good many of my men already killed, I determined to burn my vessel. I spiked the guns, had coals of fire strewn on the deck, and myself and executive officer set fire to the cotton, which was on the guards alongside of the engine. I saw it burning finely before I left, and feel sure she was destroyed.

While leaving the vessel to get up on the bank, a terrible fire of infantry was opened on us and some were killed in going up.

I collected my officers and men all together and found I had with me 9 officers and 23 men. My crew was composed of 14 officers and 62 men, and started through the woods for Alexandria. At 20 minutes of 11 o'clock, when within 10 miles of Alexandria, we were fired upon by rebel cavalry, thereby scattering us. I am glad to say that they have nearly all arrived here safely, with the exception of Acting Third Assistant Engineer Lyon, who was wounded in the head while fighting a few guerrillas who had fired into a party of my men while close to Alexandria. He has since arrived safe.

The whole action lasted about five hours, and the *Covington* was badly riddled from stem to stern, there being no less than five shots in the hull, some forty or fifty in her upper works.

The officers and men behaved with great gallantry, and, with exception of a few, this was their first action. Acting Master's Mate C. W. Gross was killed by a shot that came through the shell room.

The officers and men lost all of their personal effects, the only things that were saved being the signal book and the dispatches intrusted to my care, which were returned to you. The arms that were brought with us I turned over to Acting Master H. H. Gorringer, of the *Cricket*, taking a receipt for the same.

In conclusion, I most respectfully beg that a court of enquiry may be called to determine whether the honor of our flag suffered in my hands.

Very respectfully, your obedient servant,

GEORGE P. LORD,

Acting Volunteer Lieutenant, U. S. Navy.

Rear-Admiral PORTER.

Statement of Pilot Wilkes, U. S. Navy, late of U. S. S. *Signal*, regarding the actions of the commanding officer of the U. S. S. *Covington* at the time of her loss, May 5, 1864.

FLAGSHIP *CRICKET*,

Alexandria, La., May 8, 1864.

SIR: By your request I make the following statement in regard to your actions on board the U. S. S. *Covington* on the 5th instant during the engagement with the enemy near Pierce's Landing on Red River.

About 10 a. m. the wheel in the pilot house of the U. S. S. *Signal*, to which vessel I was attached, having been disabled by shots from the enemy's guns, I went below and reported to Captain E. Morgan. Just after that the steam pipe of the *Signal* being cut by a shot, I, with others, got out on the port guards next to the *Covington*, to which vessel we were then lashed. While there I saw Captain Lord and reported the condition of the *Signal* to him. He ordered me to go into the pilot house of his vessel, the *Covington*, and assist the pilots. I went there and found the pilots, Messrs. McCloskey and Emerson. Directly after I came in, Mr. Emerson went below to examine the rudders, asking me to remain and assist Mr. McCloskey. I had been in the pilot house some fifteen or twenty minutes, when, the vessel being disabled and ashore, an officer came to the foot of the ladder leading from the steerage up into the pilot house and called

up that the vessel was being abandoned. Mr. McCloskey replied, "I am sorry for that," and went down into the steerage followed by me. From there we went into the wardroom and Mr. McCloskey took a couple of pieces of clothes from one of the rooms. We then went down forward on the gun deck, where we found the crew and officers leaving the ship. I saw there Captain Lord and some of his officers, and heard Captain Lord give orders to spike the guns and set fire to the vessel. At this time half the ship's company were ashore. Whether Captain Lord or Mr. McCloskey got ashore first, I do not know, but it is my impression that Captain Lord ran up the bank from under the protection of the vessel before Mr. McCloskey did.

Very respectfully, your obedient servant,

PERRY WILKES,

Pilot, U. S. Navy, Late of the U. S. S. Signal.

Pilot FRANK McCLOSKEY, U. S. Navy,

Late of U. S. S. Covington.

Letter from Lieutenant-Colonel Foster, U. S. Army, to Acting Volunteer Lieutenant Lord, U. S. Navy, commending the conduct of the officers of the U. S. S. Covington in the action of May 5.

U. S. HOSPITAL TRANSPORT GROESBECK,

Alexandria, La., May 11, 1864.

SIR: Your communication dated 9th instant has just been received through Mr. Daume. I can but make a brief general statement of what came under my observation while I was on board the *Covington*. You are mistaken in thinking that I was there for three hours. I think one hour would cover the time from when I came on board your boat from the *Warner* until the *Covington* was abandoned.

I saw you during the last hour of the engagement in pursuance of your duties as commander of the *Covington*, and until you left us in the afternoon, the leader of the naval portion of the party on the march for this place.

I trust when all seemed to do their duty that a court of enquiry will not be deemed necessary to the reputation of any officer to prove that "the honor of the flag" was in honorable keeping. It has seemed to me to be but just, as it has also been a pleasant duty, to testify to the good conduct of those among your officers and men whose gallantry attracted my attention. I trust this will not be thought gratuitous on my part. Proper notice of their services are always more valuable to all, coming first from the commanding officer immediately over them, but as an impartial witness belonging to the other branch of the service, my testimony may be of some service to these brave men.

I have the honor to remain, very respectfully, yours,

JAMES P. FOSTER,

Lieutenant-Colonel, 128th N. Y. Volunteers.

MR. GEO. P. LORD,

Acting Volunteer Lieutenant, U. S. Navy,

Late Commanding U. S. Gunboat Covington, No. 25.

[Letter of same date by same writer, commending pilot Frank McCloskey; and of May 9, 1864, commending Acting Ensign Edward Alford, executive officer of the *Covington*.]

Report of Acting Volunteer Lieutenant Wells, U. S. Navy, commanding U. S. S. Red Rover, giving names of those received from the U. S. S. Covington.

U. S. S. RED ROVER, *May 11, 1864.*

SIR: In obedience to your orders dated May 9, this day received, I have the honor to report to you that I have received on board of this ship from the U. S. S. *Covington* John [T.] English, [acting] third assistant engineer; S. C. Tarbell, paymaster's clerk; Michael Roach, seaman; Jacob S. Levier, seaman; Charles Barnett, seaman; Henry Lyons, first-class boy; Jacob Campbell, first-class boy; Eugene Sheftall, seaman; James Sullivan, seaman. From the U. S. S. *Signal*, John Galleger.

Very respectfully, your obedient servant,

W. R. WELLS,

Acting Volunteer Lieutenant, Commanding.

Lieutenant-Commander K. R. BREESE, U. S. Navy.

Report of Rear-Admiral Porter, U. S. Navy, regarding returns of casualties at destruction of the U. S. steamers *Signal* and *Covington*, May 5, 1864.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, June 29, 1864.

SIR: I have the honor to acknowledge the receipt of your communication of June 25.

When the *Covington* and *Signal* were destroyed the officers who escaped could give no account of casualties, the men who escaped getting on board different vessels.

I have issued a general order for returns to be made to me by the different vessels of the squadron, and will send them in the moment I obtain them.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER,

Rear-Admiral.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting report of the commanding officer of the U. S. S. *Signal* regarding the loss of that vessel, May 5, 1864.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, March 20, 1865.

SIR: I transmit enclosed copy of a report dated February 27, from Acting Volunteer Lieutenant E. Morgan, of the loss of the *Signal*, under his command, on May 5, 1864, in Red River. Lieutenant M. asks for a court of enquiry.

Acting Volunteer Lieutenant Morgan is one of the prisoners delivered by the enemy at the mouth of Red River, referred to in my No. — of this date.

Shall a court of enquiry be held? The Department has Admiral Porter's report.

I have the honor to be, sir, very respectfully, yours,
S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Endorsement.]

No. Rear-Admiral Porter speaks of the vessel as having been gallantly defended.

[WELLES.]

[Enclosure.]

U. S. S. LAFAYETTE,
Off Mouth of Red River, February 27, 1865.

SIR: This being the earliest opportunity afforded me, I beg leave, respectfully, to submit the following report of the loss of the U. S. S. *Signal*, then under my command on Red River.

May 4, 1864, I received orders from Rear-Admiral D. D. Porter, on board flagship *Cricket*, then lying at Alexandria, La., to take on board a bearer of dispatches from Major-General Banks and proceed down the river until I overtook the U. S. S. *Covington*, which vessel was convoying the U. S. Army transport *John Warner*, and accompany her as far as the flagship *Black Hawk*, then lying at the mouth of Black River, and then return as far as Fort De Russy, and then await the arrival of some upward-bound gunboat, and proceed in company up the river to Alexandria. At 11 o'clock a. m. got underway and proceeded down the river. About 10 miles below Alexandria met a party of U. S. troops, belonging to the One hundred and twentieth Ohio Volunteers, who reported their escape from the transport *City Belle*, which vessel had been captured and destroyed that morning about 15 or 20 miles below by artillery and infantry. About 10 miles farther on, opposite or a little below a place known as Wilson's, we were fired on by a party of rebel cavalry. I immediately returned the fire from starboard battery and passed on. Soon after rounding the next point we were again fired on (as I suppose) by the same party. About 4 miles below Wilson's came up with the *Covington* and *John Warner* lying to, the former repairing her rudder. Rounded to and made fast astern of the *Covington* and was again fired upon from shore, both boats returning the fire. Night coming on before the necessary repairs were made, it was decided to remain until morning. During the night the *Covington* and *Signal* kept up an irregular fire. At daylight got underway and proceeded down the river, the *John Warner* leading, the *Covington* following, and the *Signal* bringing up the rear. Upon rounding the point opposite Dunn's Bayou (4.45 a. m.) the *John Warner* made signal (by whistle) "enemy in sight," and was immediately opened upon by artillery and small arms, and soon disabled, when she drifted ashore in the bend opposite the enemy. Upon rounding the point the *Covington* stopped and backed into the shore opposite the side of the enemy. I stopped and came to astern and above the *Covington*, both boats heading downstream.

From this position we kept up a constant fire. After remaining in this position perhaps 30 minutes I observed the enemy moving a battery above, which would rake us astern, and which position the *Signal* (having no stern guns) could not command. I immediately sent Acting Ensign W. F. Loan to communicate this fact to Captain Lord (commanding officer of the *Covington*), who sent me back word to the effect that as the enemy's battery was too heavy for us he would return up the river, but would remain an hour or so. Soon after the battery just spoken of opened upon us, when the *Covington* cast loose and started to round to up the river, closely followed by the *Signal*. Immediately after the engineer reported to me the disabling of the port engine by a shot passing through the pitman, and almost at the same instant the pilot came on deck and reported the disabling of the steering gear. I hailed the *Covington*, reporting my vessel disabled. She came alongside and was made fast. After seeing the vessel made fast I left the port and started aft to meet Captain Lord, whom I had observed coming on board the *Signal*, and followed by a number of his crew. Before reaching him the branch steam pipe on the port side was cut by a shell and, the throttle valve being open, the steam escaped rapidly, upon which Captain Lord repaired on board the *Covington*, followed by part of his own crew and part of mine. The *Covington* was cast loose and steamed up the river. I ordered the throttle valve to be closed, which was done, and the escape of steam stopped. I then ordered the fire to be wet down with the hose and the steam to be blown off from the boilers, which was promptly executed by Mr. William M. Hardin, acting first assistant engineer in charge. I ordered the anchor to be let go and the fight continued. From the starboard guard I observed that what little wind there was was settling to the opposite shore from the enemy, and, the current being slight, I determined to slip my chain for the purpose of drifting ashore, where I could fire my vessel and escape with my crew. On slipping my chain the vessel drifted ashore, but higher up than I expected. On nearing the shore volunteers were called for to get a line out, which was promptly responded to by Seaman George McClurg, who seized the end of the line and sprang overboard and succeeded in reaching the shore with the line. He was followed by three or four of the crew, and all together started up the (almost perpendicular) bank with the line. Before reaching the summit the men were exposed to the view of the enemy (as the bank was from 10 to 20 feet higher than the hurricane deck), who poured in a volley, driving all back but McClurg, who bravely persisted in his efforts to reach the summit with the line, in which he succeeded. After making the line fast he did not return, but I am rejoiced to hear that the brave fellow succeeded in reaching the squadron in safety. The vessel, from her midship gangway forward, was lying abreast of a perpendicular bank, which, being unfavorable for the escape of the crew, I endeavored to drop her astern, but in consequence of the wheel being embedded in the mud, was unable to accomplish it. Immediately on reaching shore I gave permission for all who chose to do so to escape up the bank and ordered preparations to be made for burning the vessel. Before this was accomplished (the *Warner* being surrendered and the *Covington* on fire and abandoned) the entire force of

the enemy was concentrated to prevent the escape of my crew. A battery above and one below us were planting their shells directly in the only accessible path to the summit, while at least fifteen hundred sharpshooters were pouring incessant volleys into the path above the hurricane deck of the vessel. I was thus forced reluctantly to the conclusion that it was impossible to get my crew away without a great and useless sacrifice, particularly of the wounded, whom I could not think for one moment of abandoning. At 10.50 a. m. I reluctantly surrendered, having previously destroyed my signal book. As near as I can recollect the casemating of the gun deck was penetrated eleven or twelve times by shot and shell, several of which exploded on the gun deck, one cutting the steam pipe, another (after the steam had been blown off) the steam drum, and another the port boiler. Two shells went through the pilot house, carrying away the sheaves and part of the wheel. From the explosion of shells on the gun deck and the perfect storm of minie balls through the ports there were 12 wounded, but none killed. Amount of ammunition expended, as near as I can now ascertain, was 330 rounds. On mustering on shore after surrendering, I found I had with me 6 officers and 48 men, one of whom, Miller, seaman, was accidentally shot on the way to Tyler.

Before closing, I take pleasure in awarding to all my officers and men the highest praise for coolness and bravery during the entire action (six hours). Some of them deserve especial mention: C. P. Bragg, acting ensign and executive officer, was at all times where duty called him, going on the forecastle, accompanied only by Seaman George McCauly, and under a tremendous fire of musketry, heaving over the anchor, hauling up the chain and biting it himself. Again, when it became necessary to slip the chain, he, assisted by Seaman John Highland, performed that duty under the same galling fire. Acting Ensign William F. Loan, in charge of first division (30-pounder Parrotts), and Acting Master's Mate R. P. Craft, in charge of second division (broadside), throughout the action and under a severe fire of musketry in the ports, by voice and example cheered and encouraged the men at the guns. Mr. Perry Wilkes, pilot, stood nobly at the wheel until it was literally shot out of his grasp. Acting Third Assistant Engineer James F. Liddell, when the steam pipe was cut, causing the escape of steam and great confusion, promptly rushed through the steam and closed the throttle valve, stopping escape of steam, when order was restored. I omitted to mention that three of the *Covington's* men were captured on my vessel, and another joined us on the way up, having been captured on the other side of the river.

In conclusion, I respectfully ask that a court of enquiry may be called to determine whether I have performed my duty.

Very respectfully, your obedient servant,

EDWARD MORGAN,
Act. Vol. Lieut., U. S. Navy.

Acting Rear-Admiral S. P. LEE,
Commanding Mississippi Squadron.

Report of Rear-Admiral Porter, U. S. Navy, transmitting report of the medical officer of the U. S. S. *Signal* regarding the loss of that vessel, May 5, 1864.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, June 29, 1864.

SIR: I enclose a report of the surgeon of the *Signal*, who was released unconditionally by the rebels. It only corroborates all the reports I have received of the gallant defense of this vessel, which I am told was a most perfect wreck when she fell into the hands of the enemy, who were much chagrined that so frail a vessel had contended so long against seven guns placed in position to get a cross fire on her.

I have the honor to be, very respectfully, your obedient servant,
DAVID D. PORTER,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of Navy, Washington, D. C.

[Enclosure.]

U. S. S. NEW NATIONAL,
Mound City, June 27, 1864.

SIR: Agreeable to your request, I have the honor of submitting the following report of the loss of the U. S. S. *Signal*.

Leaving Alexandria on the 4th of May, she proceeded down the river and anchored at night in company with U. S. S. *Covington* and transport *Warner*.

Starting again at daylight, we had proceeded but a short distance when the enemy opened on us with a battery of two guns, and from several others as we passed on. Their fire was promptly returned, and continued until 9 o'clock, when it ceased for a few minutes, and the opportunity was seized for distributing bread, as breakfast had not been served. The firing soon commenced again, and continued until near noon, when the order was passed for all hands to prepare to abandon and burn the ship, having been totally disabled for more than an hour, the *Warner* flying a white flag and the *Covington* nearly consumed, exploding her magazine soon after.

Preparations were made and a part of the men had safely passed up the bank, when the order was countermanded, it being deemed a useless waste of life for more to attempt it, and wholly impossible to remove the wounded under the fire of the batteries and several hundred sharpshooters, and the white flag was raised.

My station was unfavorable for observation and my professional duties occupied considerable of my time, but I take pleasure in hearing testimony to the good conduct of those stationed near me and with whom I came in contact during the action.

Acting Volunteer Lieutenant E. Morgan, commanding, appeared to be coolly attending to his duties. Acting Ensign C. P. Bragg, executive officer; Ensign W. F. Loan, and Acting Master's Mate R. P. Craft had charge of the divisions, and, cheering the men by voice and example, held them to their stations, despite the withering fire of the enemy's sharpshooters through the open ports, and were ably seconded by the captains of the guns.

To the coolness of the engineers in shutting off the steam and emptying the boilers when the steam pipe was cut the safety of many is owing.

The pilot, Perry Wilkes, left his wheel only when it was disabled in his hands by a bursting shell.

I would make special mention of Acting Ensigns Bragg and Loan, who went out in full view of several hundred sharpshooters and let go the anchor, and again to slip the cable, this time assisted by John Highland (seaman), who was here disabled by his second wound.

Michael McCormick (boatswain's mate) and Timothy Odonaghie (seaman), captains of guns, were wounded early in the day, but stood to their guns until ordered away. George Butts, gunner's mate, and Charles Aster, quarter gunner, were on the sick list, but did duty during the whole engagement. Several whose names I have forgotten returned to their guns when their wounds had been dressed, and, with few exceptions, all stood to their work, using muskets when their guns could not be brought to bear.

I am, sir, most respectfully, your obedient servant,

N. BREWSTER,
Acting Assistant Surgeon.

Rear-Admiral D. D. PORTER.

Report of Rear-Admiral Porter, U. S. Navy, transmitting partial list of wounded on U. S. S. *Signal* at the time of her loss, May 5, 1864.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, June 29, 1864.

SIR: I beg leave to enclose a partial list of the wounded on board the U. S. S. *Signal* at the time of her loss.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

U. S. S. NEW NATIONAL, *June 27, 1864.*

SIR: I have the honor to submit the following report of the condition of the sick and wounded captured by the enemy on the 5th of May and left in my care in the Confederate States Hospital at Cheneyville, La.:

Lewis Jones.....	Signal quartermaster.....	Signal.....	Wounded.
Charles Allen.....	Second-class fireman.....	do.....	Sick.
Michael Lyons.....	Coal heaver.....	do.....	Wounded.
A. J. Swear.....	Seaman.....	do.....	Do.
John Highland.....	do.....	do.....	Do.
Gabriel Frear.....	Landsman.....	do.....	Do.
Isaac Highland.....	Ordinary seaman.....	Covington.....	Do.

They were paroled on the 16th June and delivered to Colonel Dwight, U. S. Army, on the 17th, who transferred them to the U. S. S. *General Bragg*. I reported on board the U. S. S. *Choctaw* on the 18th and received orders to remove the wounded to Hospital Pinkney and report to you for duty.

In obedience I took passage on the *New National* and took to the hospital all except Lewis Jones, quartermaster, *Signal*, whose time has expired, and Isaac Highland, ordinary seaman, *Covington*, entirely recovered. They are on board that vessel now awaiting orders. I have submitted through the fleet surgeon a detailed report of the casualties on board the *Signal*.

I am, sir, most respectfully, your obedient servant,

N. BREWSTER,

Acting Assistant Surgeon, U. S. S. Signal.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Letter from the Secretary of the Navy to Pilot Wilkes, forwarding medal of honor for conspicuous gallantry on the U. S. S. *Signal*, May 5, 1864.

NAVY DEPARTMENT, *April 11, 1865.*

SIR: I have the pleasure of transmitting herewith the medal of honor awarded to you by the Secretary of the Navy in General Order No. 45, dated December 31, 1864, for gallant and meritorious conduct whilst serving as pilot of the U. S. S. *Signal* in Red River, May 5, 1864. Please acknowledge its receipt.

Very respectfully, etc.,

GIDEON WELLES,

Secretary of the Navy.

Mr. PERRY WILKES,

Pilot, U. S. Navy, U. S. S. Robb, Mississippi Squadron.

Report of Acting Volunteer Lieutenant Gregory, U. S. Navy, commanding U. S. S. *St. Clair*, referring to the probable loss of two gunboats and transport *Warner*.

ON BOARD U. S. S. *ST. CLAIR*,

Near Wilson's Bend, Red River, May 5, 1864.

SIR: In obedience to your orders, sent me by General Nickerson, I am here and find that the probability is that both of our gunboats that started yesterday are captured or destroyed, together with the *John Warner*. I saw a pilot that says he came to Alexandria on the *Silver Wave* and was returning to Vicksburg. He left the *Warner* after she was disabled and surrendered. He saw a smoke and heard the explosion of what he thought was a gunboat, and a black man that came with him says he saw our officers and the rebels shake hands. He was sent on shore to cast off a line, which he did and then ran away.

Very respectfully, yours, etc.,

THOS. B. GREGORY,

Acting Volunteer Lieutenant, Commanding.

Admiral DAVID D. PORTER,

Commanding U. S. Mississippi Squadron.

Report of Brigadier-General Ullmann, U. S. Army, regarding attack upon gunboats and transports below Alexandria, May 5, 1864.

PORT HUDSON, *May 6, 1864.*

I have the honor to report that the telegraph lines are down, both above and below this post. The steamer *Shreveport* has just arrived, returning from attempting to ascend the Red River. She has on board several detachments of colored regiments and a portion of the Fifty-sixth Ohio. Lieutenant-Colonel J. F. Wade, General Banks' staff, reports batteries are located 20 to 25 miles above Fort De Russy, on the right bank of the river, supported by a heavy force of infantry. The steamer *Emma* has been destroyed; also the *City Belle*, the One hundred and twentieth Ohio, 700 strong, being on board. About one-half the regiment escaped and are on the left bank of the river, and are said to be near Alexandria. The loss on board the *Emma* not known. The *John Warner* was destroyed yesterday morning, the Fifty-sixth Ohio on board. Two hundred and fifteen are here on board the steamer *Shreveport*. Two gunboats are said to have been destroyed. Colonel Bassett, Seventy-third Regiment U. S. Infantry (colored), is killed; colonel of the Fifty-sixth Ohio left behind wounded. Communication is entirely cut off with Alexandria. Captain Breese, commanding the fleet, states that he has no gunboats that can be run by the batteries. It was thought that a force was about to leave Alexandria to open communication, but nothing certain known. Citizens report a force moving down to occupy Fort De Russy. Vessels are detained at the mouth of Red River by the gunboats. Officers on board steamer *Shreveport* report a piece of artillery seen on the bank of Mississippi, about 15 miles above this post. Captain Riggs, Ninety-second U. S. Infantry (colored) was on board steamer *City Belle*, destroyed by the batteries about 20 miles above Fort De Russy. One hundred and twentieth Ohio on board. The loss of this regiment I understand to be one-third. The battery which fired on us consisted of 20-pounder Parrotts on the right bank of the river, supported, as citizens state, by 1,000 infantry. I saw the pieces. My detachment consisted of 50 men, with another officer. The vessel was burned. Many were saved by jumping from the vessel and proceeding to the shores. Infantry fire was hot on both sides. About 5,000 rebels are reported near the batteries in reserve. Colonel Bassett, First Regiment Corps d'Afrique; Colonel Mudd, Second Illinois Cavalry, and Colonel Spiegel, One hundred and twentieth Ohio, are known to be killed. Captain M. Manning, Fifty-sixth Ohio reports:

I left Alexandria with my regiment, 250 strong, May 4, at 9.30 a. m., on steamer *John Warner*. About 25 miles below Alexandria, at 5 p. m., we were fired upon from shore by a force of infantry, estimated at about 500. We passed, when one of the gunboats, *Covington*, broke her rudder. We could not repair and reach Fort De Russy that night; so we laid up till most morning at 5 o'clock. At that hour we proceeded down the river about 2 miles, transport in advance, when firing commenced on the boat by infantry. The tiller got out of order and the rudder would not work. Boat stopped, when artillery opened upon us both above and below. The first shot cut the steam pipe; this at day-break. Fire was returned by infantry on transport till about 8 o'clock a. m. Fifteen shots of artillery went through the cabin; 4 through the pilot house. During this 34 men were killed and wounded. Gunboats were firing all this time. The colonel commanding ordered the regiment to leave the boat and go

on shore, it having been fired twice. Colonel Raynor, commanding, was wounded and taken prisoner. I was ordered to go on board the gunboat, which was beyond the battery. Before the regiment could be formed the gunboat had left the shore. I saw it was impossible to gain a boat, so I marched through the woods to the river below.

I have the honor to further state that the rebels are reported to me to be in stronger force than they have been heretofore. I respectfully request that I be not long left without a steamer attached to the post.

I have the honor to be, sir, your obedient servant,

DANIEL ULLMANN,
Brigadier-General Volunteers, Commanding.

Captain J. S. CROSBY,
*Assistant Adjutant-General, New Orleans**

Report of Lieutenant-Commander Smith, U. S. Navy, giving the soundings taken by the various vessels at the falls.

U. S. S. CHILLICOTHE,
Above falls, Alexandria, La., May 6, 1864.

SIR: The following is the report of the pilots after sounding, as your order directed, from this anchorage to the dam:

Osage reports 3 feet 7 inches on falls.

Fort Hindman reports 4 feet scant on upper falls.

Lexington reports 3 feet 6 inches; upper falls to dam 9 feet.

Louisville reports 3 feet 9 inches, upper falls.

Pittsburg reports 4 feet scant, upper falls.

Mound City reports 3 feet 6 inches, upper falls.

Carondelet reports 3 feet 6 inches, upper falls.

Ozark reports 3 feet 9 inches, upper falls.

Neosho reports 4 feet as the most shoal and to 2 fathoms at dam.

Chillicothe reports 3 feet large, being rough and lumpy bottom on upper falls, 9 feet near dam.

Very respectfully,

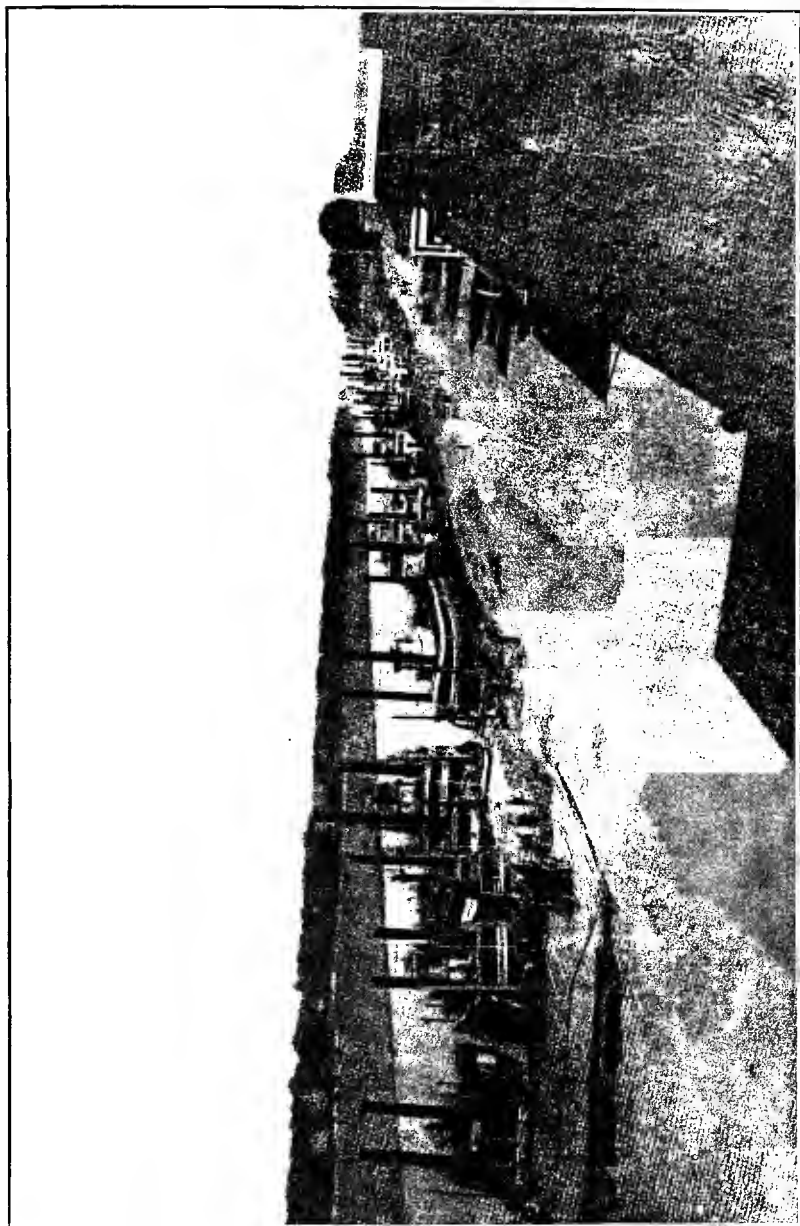
WATSON SMITH,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding U. S. Mississippi Squadron.

Order of Lieutenant-Commander Breese, U. S. Navy, to Acting Master Thatcher, U. S. Navy, commanding U. S. S. *Gazelle*, to take position at mouth of Black River.

U. S. S. BLACK HAWK,
Mouth of Red River, May 6, 1864.

SIR: Proceed with your vessel to the mouth of Black River and relieve the *Avenger*, in charge of that post. Get your information of the surrounding country from Captain Wright and exercise the most unceasing vigilance that no accident may happen to your vessel or to others. You will not leave the mouth of Black River except you deem it absolutely necessary, or under orders of your superior



UNITED STATES FLEET IN RED RIVER AT ALEXANDRIA, LA.

officer, or unless a boat is there coaling, which boat must remain until your return, which should be as soon as possible.

Respectfully, etc.,

K. R. BREESE,

Lieutenant-Commander, Commanding.

Captain [CHARLES] THATCHER,
Commanding Gazelle.

Order of Lieutenant-Commander Breese, U. S. Navy, to Acting Volunteer Lieutenant Wright, U. S. Navy, commanding U. S. S. Avenger, to proceed as far as Fort De Russy.

U. S. S. BLACK HAWK,

Mouth of Red River, May 6, 1864.

SIR: On receiving this, turn over the barge to the *Gazelle* and proceed up river to Fort De Russy, or until you fall in with the *Forest Rose*. Consult with Volunteer Lieutenant Johnston about the state of affairs, and act with him as may be best for our interests.

You must not go beyond Fort De Russy unless you know of the *Forest Rose* being near.

Read and hand the accompanying letter to Captain Johnston.

I can not give you explicit instructions, not knowing the state of affairs, and therefore leave much to your discretion, which I know will not let the flag be tarnished from any indiscreet act.

Respectfully, etc., your obedient servant,

K. R. BREESE,

Lieutenant-Commander, Commanding.

Volunteer Lieutenant C. A. WRIGHT,
Commanding Avenger.

Instructions from Lieutenant-Commander Breese, U. S. Navy, to Acting Volunteer Lieutenant Johnston, U. S. Navy, commanding U. S. S. Forest Rose, for communicating with Rear-Admiral Porter, U. S. Navy.

U. S. S. BLACK HAWK,

Mouth of Red River, May 6, 1864.

SIR: Your letter of yesterday has been received. I approve of your not running the batteries, and you must not make the attempt unless you can ensure a certainty. Of course it is highly important to communicate with the admiral the situation of affairs, and you should use your utmost endeavors to get a scout through to him with the inducement of a liberal reward if he succeeds. Trust him with nothing but the situation and that you have telegrams from Washington for him.

You will yourself, with Mr. Burns, make yourself acquainted with those telegrams; get them fixed in your minds, so that in the event of disaster their contents may be made known. Of course I need not impress upon you the most inviolable secrecy unless to a senior officer's order.

I must leave much to you. Exercise the most unceasing vigilance, bear in mind the necessity of communicating with the admiral, of preventing the rebels from using the guns of the *Covington* or *Signal* or the transport *Warner* (I understand she was not destroyed), and of erecting batteries on the river.

Trusting that you will not risk the fair fame of the squadron without commensurate results,

I remain, your obedient servant,

K. R. BREESE,

Lieutenant-Commander, Commanding.

Acting Volunteer Lieutenant JNO. V. JOHNSTON,

Commanding Forest Rose.

Order of Lieutenant-Commander Breese, U. S. Navy, to Lieutenant-Commander Ramsay, U. S. Navy, commanding U. S. S. Choctaw, to proceed to Fort De Russy.

U. S. S. BLACK HAWK,

Mouth of Red River, May 6, 1864.

SIR: You will proceed with the vessel under your command to Fort De Russy, from whence you will be guided by the situation of affairs as you may find them.

The *Gazelle* will be at Black River, the *Nymph* and *Tallahatchie* cruising between Fort De Russy and Black River, the latter to 20 miles below the fort and the former from thence to Black River.

On no account must you endanger your vessel being caught by the river falling.

You will make such disposition of the vessels sent you and those with you as in your judgment you deem best.

Respectfully, etc.,

K. R. BREESE,

Lieutenant-Commander, Commanding.

Lieutenant-Commander F. M. RAMSAY,

Commanding Choctaw, etc.

Order of Lieutenant-Commander Breese, U. S. Navy, to Acting Master Jordan, U. S. Navy, commanding U. S. S. Meteor, to proceed to Fort De Russy.

MOUTH OF BLACK [RIVER],

U. S. S. Black Hawk, May 6, 1864.

SIR: You will, as soon as you have finished coaling, proceed up Red River to Fort De Russy and report to Lieutenant-Commander Ramsay for such duty as he may assign you. You can not be too careful and vigilant, and should it be necessary to anchor at any time, do so with regard to the range and bearing of your guns to the utmost advantage.

Respectfully, etc., your obedient servant,

K. R. BREESE,

Lieutenant-Commander, Commanding.

Acting Master M. JORDAN,

Commanding Meteor.

Letter from Lieutenant-Commander Breese, U. S. Navy, to Commodore Palmer, U. S. Navy, regarding arrival of U. S. S. Tallahatchie in Red River and loss of U. S. steamers Covington and Signal, also transport Warner.

U. S. S. BLACK HAWK,
Mouth of Red River, May 6, 1864.

SIR: The *Tallahatchie* arrived day before yesterday in obedience to your order, and has been assigned to patrol Red River between Fort De Russy and Black River, in obedience to Admiral Porter's instructions to me.

I regret to have to inform you that two of our light-drafts, the *Covington* and *Signal*, were destroyed by the rebels' field batteries and siege rifles about 30 miles below Alexandria; also the transport *Warner*, which they were convoying. Communication is for the present impossible with Alexandria. I am daily expecting the *Winebago*, double-turreted light-draft monitor, which I shall send up. The *Choctaw* (ironclad ram) has gone to Fort De Russy.

Respectfully, etc., your obedient servant,

K. R. BREESE,
Lieutenant-Commander, Commanding.

Commodore JAMES S. PALMER,
Headquarters Western Gulf Blockading Squadron.

Order of Lieutenant-Commander Breese, U. S. Navy, to Acting Ensign Morong, U. S. Navy, commanding U. S. S. Argosy.

U. S. S. BLACK HAWK,
Mouth of Red River, May 7, 1864.

SIR: You will proceed up the Mississippi until you meet the *General Price*, not going beyond Natchez, and hand Captain Richardson the enclosed letter. Should you not fall in with the *Price* below Natchez, return to this place without delay, leaving the letter for him on board the *Ouachita*, if she is there.

Respectfully, etc.,

K. R. BREESE,
Lieutenant-Commander, Commanding.

Acting Ensign J. C. MORONG,
Commanding Argosy.

After delivering the letter, return here without delay.

[Enclosure.]

U. S. S. BLACK HAWK,
Mouth of Red River, May 7, 1864.

SIR: Return to this place without delay, unless your presence at your station should be absolutely necessary, in which case inform me of such in writing by the *Argosy*.

Respectfully, etc., your obedient servant,

K. R. BREESE,
Lieutenant-Commander, Commanding.

Acting Volunteer Lieutenant J. F. RICHARDSON,
Commanding General Price.

Letter from Brigadier-General Dwight, U. S. Army, to Rear-Admiral Porter, U. S. Navy, regarding convoy of gunboats for foraging expedition.

HEADQUARTERS DEPARTMENT OF THE GULF,
Alexandria, May 7, 1864.

Three transports have been ordered down the river to D. A. Smith's plantation for forage. As it is desirable that they should have a convoy of two gunboats, he would be pleased to know at what time they will be prepared to leave in the morning. A brigade of infantry, 200 cavalry, and 25 wagons have been ordered to proceed to the above point by land, starting at 3 o'clock to-morrow morning.

I am, admiral, very respectfully, your obedient servant,

WILLIAM DWIGHT,
Brigadier-General, Chief of Staff.

Rear-Admiral PORTER,
Commanding Mississippi Squadron.

Report of Acting Volunteer Lieutenant Gregory, U. S. Navy, commanding U. S. S. St. Clair, regarding certain measures of protection for the approach to Alexandria.

ON BOARD U. S. S. ST. CLAIR,
Alexandria, La., May 7, 1864.

SIR: I would respectfully ask if General Banks has posted a battery on the bank of the river below this place, and if not, suggest the propriety of such a precaution. I would also ask that the bearer be furnished with the countersign, that I may be able to send a guard to the next bend with a rocket or two to apprise me of the approach of any vessel should one come up the river, if you think the precaution a prudent one.

Very respectfully, your obedient servant,

THOS. B. GREGORY,
Acting Volunteer Lieutenant, Commanding.

Admiral DAVID D. PORTER,
Commanding U. S. Mississippi Squadron.

Order of Lieutenant-Commander Breese, U. S. Navy, to Acting Ensign Morong, U. S. Navy, commanding U. S. S. Argosy.

U. S. S. BLACK HAWK,
Mouth of Red River, La., May 8, 1864.

SIR: Proceed with the vessel under your command up Red River and report to Lieutenant-Commander F. M. Ramsay, who will give you instructions.

Respectfully, etc., your obedient servant,

K. R. BREESE,
Lieutenant-Commander, Commanding.

Acting Ensign J. C. MORONG,
Commanding Argosy.

Report of Lieutenant-Commander Smith, U. S. Navy, commanding U. S. S. *Chillicothe*, regarding proposed passage of the upper falls.

U. S. S. CHILLICOTHE,
May 8, 1864—1:30 a. m.

SIR: Pilots of several vessels have just reported a 4-foot channel over upper falls and buoyed it through. All agree on the 4 feet. There is more current here this morning, the water more red, appearing a rise from above.

I have summoned commanding officers, and will arrange for those you mention to go over upper falls soon as possible, and concerning men.

Very respectfully,

WATSON SMITH,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Order of Lieutenant-Commander Ramsay, U. S. Navy, to Acting Volunteer Lieutenant Johnston, U. S. Navy, regarding the delivery of dispatches.

U. S. S. CHOCTAW,
Off Fort De Russy, May 8, 1864.

SIR: A dispatch addressed to Lieutenant-Commander K. R. Breese, commanding U. S. S. *Black Hawk*, and one addressed to Acting Master Jordan, commanding U. S. S. *Meteor*, will be handed you by Acting Ensign H. C. Marsh.

Immediately upon the receipt of the dispatches and this order you will proceed down the river until you meet the U. S. S. *Meteor* (No. 44), and you will then hand the dispatches to the commanding officer of that vessel.

Having delivered the dispatches, you will return immediately to this place.

As you come up, direct the commanding officer of the *Nymph* (No. 54) to patrol the river as far down as Black River until the *Meteor* returns.

Some three hours ago I wrote you an order to come here immediately, expecting to send it by land. That order is, of course, countermanded by this one.

Very respectfully, your obedient servant,

FRANK M. RAMSAY,
Lieutenant-Commander, Commanding.

Acting Volunteer-Lieutenant J. V. JOHNSTON,
Commanding Forest Rose.

Order of Rear-Admiral Porter, U. S. Navy, for gunboats and transports proceeding down the river.

MISSISSIPPI SQUADRON, FLAGSHIP CRICKET,
Off Alexandria, La., May 9, 1864.

The gunboats and transports will proceed in the following order in going down the river:

The *Groesbeck* will attend the U. S. S. *Fort Hindman*; *W. L. Ewing*, *Ozark*; *Southwester*, *Mound City*; *Emerald*, *Carondelet*;

Clara Bell, Pittsburg; Des Moines, Chillicothe; Chouteau, Osage; Mars, Neosho; Sioux City, Louisville; Thomas E. Tutt, Lexington. These steamers will drop in after the gunboats which they are to attend and keep their position.

The transports *Starlight, Lioness, Red Chief, Belle Creole, Rob Roy, Belladonna, Mittie Stevens, Arizona, Gillum, Silver Wave, Adriatic, Diadem, and Liberty* will take the middle of the convoy. If attacked ahead, they will drop back and let the stern gunboats pass on to the batteries.

DAVID D. PORTER,
Rear-Admiral.

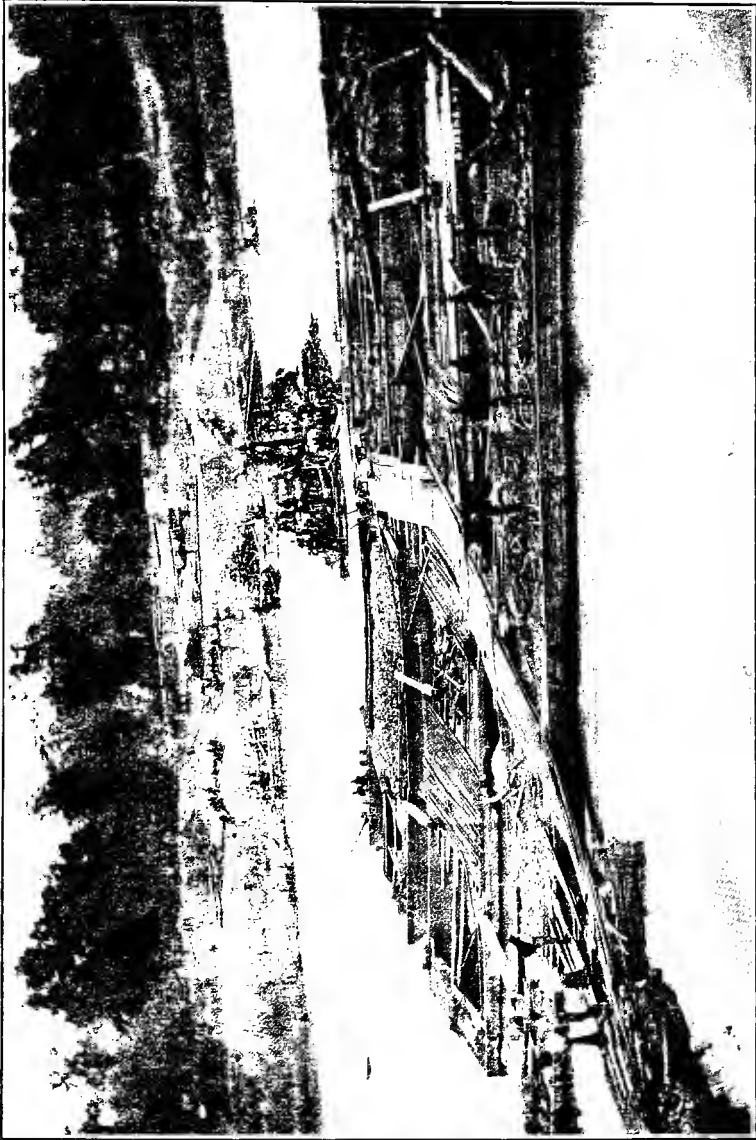
Report of Rear-Admiral Porter, U. S. Navy, regarding the construction of the dam by Lieutenant-Colonel Bailey, U. S. Army, and the safe passage of the fleet through the falls, May 9-13, 1864.

No. 112.] MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mouth Red River, May 16, 1864.

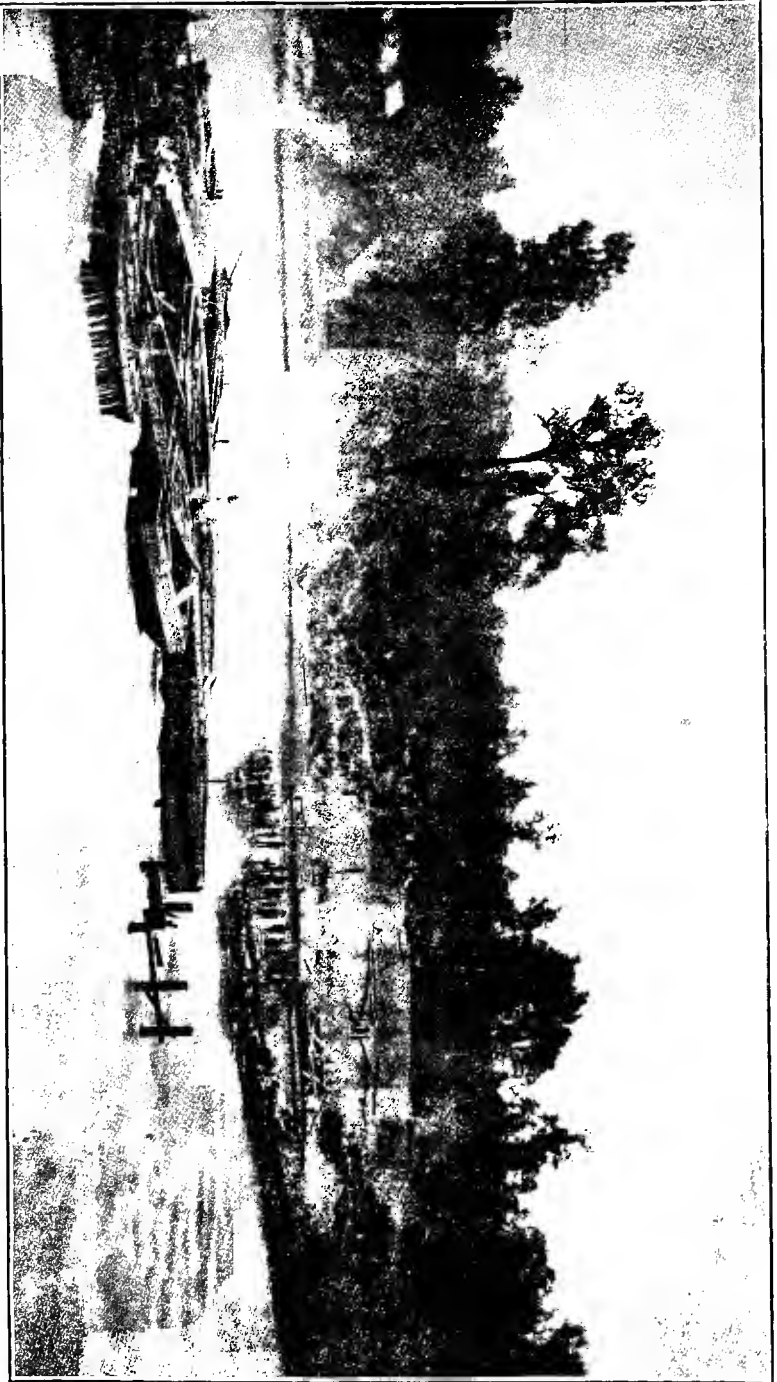
SIR: I have the honor to inform you that the vessels lately caught by low water above the falls at Alexandria have been released from their unpleasant position. The water had fallen so low that I had no hope or expectation of getting the vessels out this season, and as the army had made arrangements to evacuate the country I saw nothing before me but the destruction of the best part of the Mississippi Squadron.

There seems to have been an especial Providence looking out for us, in providing a man equal to the emergency. Lieutenant-Colonel Joseph Bailey, acting engineer of the Nineteenth Army Corps, proposed a plan of building a series of dams across the rocks at the falls and raising the water high enough to let the vessels pass over. This proposition looked like madness, and the best engineers ridiculed it, but Colonel Bailey was so sanguine of success that I requested General Banks to have it done, and he entered heartily in the work. Provisions were short and forage was almost out, and the dam was promised to be finished in 10 days or the army would have to leave us. I was doubtful about the time, but had no doubt about the ultimate success if time would only permit. General Banks placed at the disposal of Colonel Bailey all the force he required, consisting of some 3,000 men and 200 or 300 wagons. All the neighboring steam mills were torn down for material, two or three regiments of Maine men were set to work felling trees and, on the second day after my arrival in Alexandria from Grand Ecore, the work had fairly begun. Trees were falling with great rapidity, teams were moving in all directions bringing in brick and stone, quarries were opened, flatboats were built to bring stone down from above, and every man seemed to be working with a vigor I have seldom seen equaled, while, perhaps, not one in fifty believed in the success of the undertaking. These falls are about a mile in length, filled with rugged rocks, over which at the present stage of water it seemed to be impossible to make a channel.

The work was commenced by running out from the left bank of the river a tree dam, made of the bodies of very large trees, brush, brick, and stone, cross tied with other heavy timber, and strengthened in



SECTION OF RED RIVER DAM.



SECTION OF RED RIVER DAM.

every way which ingenuity could devise. This was run out about 300 feet into the river, four large coal barges were then filled with brick and sunk at the end of it. From the right bank of the river, cribs filled with stone were built out to meet the barges, all of which was successfully accomplished, notwithstanding there was a current running of 9 miles an hour, which threatened to sweep everything before it. It will take too much time to enter into the details of this truly wonderful work; suffice it to say that the dam had nearly reached completion in eight days' working time, and the water had risen sufficiently on the upper falls to allow the *Fort Hindman*, *Osage*, and *Neosho* to get down and be ready to pass the dam. In another day it would have been high enough to enable all the other vessels to pass the upper falls. Unfortunately, on the morning of the 9th instant, the pressure of water became so great that it swept away two of the stone barges, which swung in below the dam on one side. Seeing this unfortunate accident I jumped on a horse and rode up to where the upper vessels were anchored, and ordered the *Lexington* to pass the upper falls if possible, and immediately attempt to go through the dam. I thought I might be able to save the four vessels below, not knowing whether the persons employed on the work would ever have the heart to renew their enterprise.

The *Lexington* succeeded in getting over the upper falls just in time, the water rapidly falling as she was passing over. She then steered directly for the opening in the dam, through which the water was rushing so furiously that it seemed as if nothing but destruction awaited her. Thousands of beating hearts looked on anxious for the result; the silence was so great as the *Lexington* approached the dam that a pin might almost be heard to fall. She entered the gap with a full head of steam on, pitched down the roaring torrent, made two or three spasmodic rolls, hung for a moment on the rocks below, was then swept into deep water by the current and rounded to, safely into the bank.

Thirty thousand voices rose in one deafening cheer, and universal joy seemed to pervade the face of every man present.

The *Neosho* followed next, all her hatches battened down and every precaution taken against accident. She did not fare as well as the *Lexington*, her pilot having become frightened as he approached the abyss, and stopped her engine, when I particularly ordered a full head of steam to be carried; the result was that for a moment her hull disappeared from sight under the water. Every one thought she was lost. She rose, however, swept along over the rocks with the current, and fortunately escaped with only one hole in her bottom, which was stopped in the course of an hour. The *Hindman* and *Osage* both came through beautifully without touching a thing, and I thought if I was only fortunate enough to get my large vessels as well over the falls, my fleet once more would do good service on the Mississippi.

The accident to the dam, instead of disheartening Colonel Bailey, only induced him to renew his exertions, after he had seen the success of getting four vessels through.

The noble-hearted soldiers, seeing their labor of the last eight days swept away in a moment, cheerfully went to work to repair damages, being confident now that all the gunboats would be finally brought

over. These men had been working for eight days and nights up to their necks in water in the broiling sun, cutting trees and wheeling bricks, and nothing but good humor prevailed amongst them. On the whole, it was very fortunate the dam was carried away, as the two barges that were swept away from the center, swung around against some rocks on the left and made a fine cushion for the vessels, and prevented them, as it afterwards appeared, from running on certain destruction.

The force of the water and the current being too great to construct a continuous dam of 600 feet across the river in so short a time, Colonel Bailey determined to leave a gap of 55 feet in the dam and build a series of wing dams on the upper falls. This was accomplished in three days' time, and on the 11th instant the *Mound City*, *Carondelet*, and *Pittsburg* came over the upper falls, a good deal of labor having been expended in hauling them through, the channel being very crooked, scarcely wide enough for them. Next day the *Ozark*, *Louisville*, *Chillicothe*, and two tugs also succeeded in crossing the upper falls.

Immediately afterwards the *Mound City*, *Carondelet*, and *Pittsburg* started in succession to pass the dam, all their hatches battened down and every precaution taken to prevent accident.

The passage of these vessels was a most beautiful sight, only to be realized when seen. They passed over without an accident except the unshipping of one or two rudders. This was witnessed by all the troops, and the vessels were heartily cheered when they passed over. Next morning at 10 o'clock the *Louisville*, *Chillicothe*, *Ozark*, and two tugs passed over without any accident, except the loss of a man who was swept off the deck of one of the tugs. By 3 o'clock that afternoon the vessels were all coaled, ammunition replaced, and all steamed down the river, with the convoy of transports in company. A good deal of difficulty was anticipated in getting over the bars in lower Red River, depth of water reported only 5 feet, gun-boats were drawing 6. Providentially we had a rise from the back-water of the Mississippi, that river being very high at that time, the backwater extending to Alexandria, 150 miles distant, enabling us to pass all the bars and obstructions with safety.

Words are inadequate to express the admiration I feel for the abilities of Lieutenant-Colonel Bailey. This is without doubt the best engineering feat ever performed. Under the best circumstances a private company would not have completed this work under one year, and to an ordinary mind the whole thing would have appeared an utter impossibility. Leaving out his abilities as an engineer, the credit he has conferred upon the country, he has saved to the Union a valuable fleet, worth nearly \$2,000,000; more, he has deprived the enemy of a triumph which would have emboldened them to carry on this war a year or two longer, for the intended departure of the army was a fixed fact, and there was nothing left for me to do in case that event occurred but destroy every part of the vessels, so that the rebels could make nothing of them. The highest honors the Government can bestow on Colonel Bailey can never repay him for the service he has rendered the country.

To General Banks personally I am much indebted for the happy manner in which he has forwarded this enterprise, giving it his

whole attention night and day, scarcely sleeping while the work was going on, tending personally to see that all the requirements of Colonel Bailey were complied with on the instant.

I do not believe there ever was a case where such difficulties were overcome in such a short space of time and without any preparation.

I beg leave to mention the names of some of the persons engaged on this work, as I think that credit should be given to every man employed on it. I am unable to give the names of all, but sincerely trust that General Banks will do full justice to every officer engaged in this undertaking when he makes his report. I only regret that time did not enable me to get the names of all concerned.

The following are the names of the most prominent persons:

Lieutenant-Colonel Bailey, acting military engineer, Nineteenth Army Corps, in charge of the work.

Lieutenant-Colonel [U. B.] Pearsall, assistant.

Colonel C. C. Dwight, acting assistant inspector-general.

Lieutenant-Colonel W. B. Kinsey, One hundred and sixty-first New York Volunteers.

Lieutenant-Colonel [Thomas H.] Hubbard, Thirtieth Maine Volunteers.

Major Sentell, provost-marshal, and Lieutenant John J. Williamson, ordnance officer.

The following were a portion of the regiments employed:

Twenty-ninth Maine, commanded by Lieutenant-Colonel Emerson.

One hundred and sixteenth New York, commanded by Colonel George M. Love.

One hundred and sixty-first New York, commanded by Captain Prentice.

One hundred and thirty-third New York, commanded by Colonel Currie.

The engineer regiment and officers of the Thirteenth Army Corps were also employed. I feel that I have done but feeble justice to the work or the persons engaged in it. Being severely indisposed, I feel myself unable to go into further details. I trust some future historian will treat this matter as it deserves to be treated, because it is a subject in which the whole country should feel an interest, and the noble men who succeeded so admirably in this arduous task should not lose one atom of credit so justly due them.

The Mississippi Squadron will never forget the obligation it is under to Lieutenant-Colonel Bailey, acting military engineer of the Nineteenth Army Corps.

Previous to passing the vessels over the falls I had nearly all the guns, ammunition, provisions, chain cables, anchors, and everything that could affect their draft taken out of them.

The commanders were indefatigable in their exertions to accomplish the object before them, and a happier set of men were never seen than when their vessels were once more in fighting trim.

If this expedition has not been so successful as the country hoped for, it has exhibited the indomitable spirit of Eastern and Western men to overcome obstacles deemed by most people insurmountable.

It has presented a new feature in the war, nothing like which has ever been accomplished before.

I regret to inform you, amongst the misfortunes of this expedition, of the loss of two small light-draft gunboats, the *Signal* and *Covington*. I sent them down from Alexandria to convoy a quartermaster's boat, the *Warner*, loaded with cotton and some 400 troops on board, not knowing that the enemy had any artillery on the river below us or anything more than wandering gangs of guerrillas armed with muskets, which these vessels were competent to drive off. It appears, however, that the rebels were enabled to pass our advance force at night with 6,000 men and some 25 pieces of artillery. With these they established a series of batteries at a place called Dunn's Bayou, 30 miles below Alexandria, a very commanding position. These batteries were so masked that they could not be seen in passing, even by the closest observation.

The first notice the vessels received of the battery was a furious fire which opened on the quartermaster's boat, the *Warner*, piercing her boilers and completely disabling her. At the same time 6,000 infantry opened with musketry, killing and wounding half the soldiers on this vessel. She drifted into the opposite bank, where a number managed to make their escape in the bushes, though many were killed in attempting to do so.

The *Signal* and *Covington* immediately rounded to and opened their guns on the batteries and pushed up, endeavoring to rescue the *Warner* from her perilous position. They had, however, as much as they could do to take care of themselves, the cross fire of the three batteries cutting them up in a terrible manner. Their steam pipes were soon cut and their boilers perforated with shot, notwithstanding which they fought the batteries for five long hours, the vessels being cut all to pieces and many killed and wounded on board.

Acting Volunteer Lieutenant George P. Lord, commanding the *Covington*, having expended all his shot, spiked his guns, set fire to his vessel, and escaped with what was left of his crew to the shore, and his vessel blew up.

The *Signal*, Acting Volunteer Lieutenant Edward Morgan, still fought her guns for half an hour after the destruction of the *Covington*. He found it impossible to destroy his vessel by burning, her decks being covered with wounded, and humanity forbade him sacrificing the lives of the noble fellows who had defended their vessel so gallantly.

He gave permission to all those who wished to escape to do so. Some of them attempted to get off by climbing up the bank; many were killed while doing so by the murderous fire of musketry poured in from the opposite side.

The captain remained by the vessel and was captured, if he remained alive, but I have no information regarding him. The rebels took the guns off of her and, placing her across the channel as an obstruction, sunk her.

General Banks, on hearing the news, sent out cavalry to hunt for the unfortunate men, many of whom were picked up and brought into Alexandria. A number escaped down river and went aboard some light-draft gunboats that were coming up at the time to the scene of action, but were driven back by the superior artillery of the enemy.

I feel very much for the poor fellows who fell into the rebels' hands, as the latter have been very merciless to some of the prisoners they have taken, and committed outrages at which humanity shudders.

The vessels will all return to their stations in a few days, as there is no prospect under present circumstances of renewing operations in this part of Louisiana, the season having passed for operating with any chance of success.

I am sorry to see that the rebel guerrillas have become quite troublesome on the Mississippi since I left, all of which will be rectified within the coming week.

I have the honor to be, very respectfully, your obedient servant.

DAVID D. PORTER.

Rear-Admiral.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from Rear-Admiral Porter, U. S. Navy, to Major-General Banks, U. S. Army, requesting that the hauling of ammunition continue and regarding the lighting of the vessels to pass the falls.

MISSISSIPPI SQUADRON, FLAGSHIP CRICKET,

Alexandria, May 9, 1864.

GENERAL: Will you permit the wagons that are hauling ammunition from above to work all night? I find it impossible to get the guns down, because the bridge will not bear them. I am taking out the 8-inch guns and 32-pounders, which are old guns and which I intended to condemn, and will burst them all. I am also taking the iron off, and the vessels then will be as light as they can be made, and quite light enough to come over.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Rear-Admiral.

Major-General N. P. BANKS,

Comdg. Dept. of the Gulf, Alexandria, La.

Letter from Major-General Banks, U. S. Army, to Rear-Admiral Porter, U. S. Navy, acceding to request regarding hauling of ammunition.

HEADQUARTERS DEPARTMENT OF THE GULF,

Alexandria, May 9, 1864.

ADMIRAL: Your note asking for teams to continue at work bringing down ammunition during the night has been received. The teams have been ordered as you desire.

I am, admiral, very respectfully, your obedient servant,

N. P. BANKS,

Major-General, Commanding.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

[Telegram.]

HEADQUARTERS DEPARTMENT OF THE GULF,
Alexandria, La., May 9, 1864—1 a. m.

Colonel Bailey informs me that the water has risen upon the dam 2 feet since sundown and is still rising. It is impossible to say how long the dam may stand the effects of a continued rise. The pressure is terrific. The boats of the fleet above ought to be put in readiness at once to take advantage of high water. I have been up to the fleet this morning, and found everything so quiet and still that I feared that there might be unnecessary delay in the movements in the morning, and ask your attention to it.

N. P. BANKS,
Major-General, Commanding.

Admiral PORTER.

Letter from Major-General Banks, U. S. Army, to Rear-Admiral Porter, U. S. Navy, urging the immediate passage of the gunboats over the falls.

HEADQUARTERS DEPARTMENT OF THE GULF,
Alexandria, La., May 9, 1864.

ADMIRAL: Colonel Bailey informs me that the river is within 6 inches of its height last evening and is rising. There is a space of 20 feet or more between the tree dam and the barge, which, when filled, will raise the water from 6 to 10 inches, giving, we think, sufficient depth for the passage of the boats. Every exertion ought to be made to get them ready to-night, so that they may pass the falls to-morrow.

I regret to say that our forage is so reduced that it will be impossible for us to remain here longer without imperiling the safety of the animals attached to the trains and the artillery. We have exhausted the country, and with the march that is before us it will be perilous to remain more than another day.

Colonel Bailey thinks that the water can be raised to the greatest height which it will attain at any hour when the gunboats may be ready for their passage. He does not want to accumulate the water until then, because a continued pressure is more dangerous to the safety of the dam than that of the weight of the water alone.

I hope every exertion will be made to get the boats in readiness for the passage to-morrow. Lieutenant Beebe informs me that his arrangements are complete for the removal of the heavy guns to the bridge and below as soon as they are placed on shore. The detail of trains has been changed so that they will continue to work during the night. I have the honor to be,

With much respect, your obedient servant,

N. P. BANKS,
Major-General, Commanding.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Alexandria, La.

Letter from Rear-Admiral Porter, U. S. Navy, to Major-General Banks, U. S. Army, requesting assistance in the transportation of guns and ammunition.

MISSISSIPPI SQUADRON, FLAGSHIP CRICKET,
Off Alexandria, La., May 9, 1864.

GENERAL: I have given orders to the commanders of all the boats above to get their guns and all extra weight off of them without delay. Will you oblige me by ordering either sling carts or heavy siege carriages to transport the guns down here, and also some wagons for the ammunition and other heavy weight. The boats above the falls will be ready for the carts about 1 o'clock.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Major-General N. P. BANKS,
Commanding Department of the Gulf.

Letter from Lieutenant Beebe, U. S. Army, to Rear-Admiral Porter, U. S. Navy, regarding readiness for removal of guns.

HEADQUARTERS DEPARTMENT OF THE GULF,
Alexandria, La., May 9, 1864.

SIR: I have the honor to inform you that I have made every arrangement to sling and move such guns as you may land from the fleet to any point below the pontoon bridge you may designate. I will commence to move them the moment I am informed of their being landed.

Should you wish them taken ashore this evening, and be kind enough to inform me of the fact, I will commence transporting them at once.

A light-draft boat is at present waiting for the guns above the Bayou Rapides.

Very respectfully, your obedient servant,

WILLIAM S. BEEBE,
1st Lieutenant Ordnance and Chief Ordnance Officer.

[Rear-Admiral D. D. PORTER.]

Report of Lieutenant-Commander Mitchell, U. S. Navy, commanding U. S. S. Carondelet, regarding the readiness of that vessel for the passage of the falls.

U. S. S. CARONDELET,
Red River, May 9, 1864.

SIR: We are now exactly in the channel at the head of the falls with about 4 inches more water than when we grounded. Our lines are so placed that we can have no difficulty in dropping through when we have sufficient water, about 4 inches more. I have just got a line up from the dam and will go immediately to work to force over, if possible, at once. We are no farther down than when you were up last.

Very respectfully, your obedient servant,

JOHN G. MITCHELL,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Smith, U. S. Navy, commanding U. S. S. *Chillicothe*, regarding the passing of instructions to commanding officers, in preparation for the passage of the falls.

U. S. S. CHILICOTHE,

May 9, 1864—11 p. m.

SIR: Two letters were received from you this evening. I immediately assembled the commanding officers and gave them your instructions.

In reply to your question how am I getting on, I can say very well.

By hooking the bows and sides, before evening, the *Chillicothe's* draft was 4 feet 10 inches forward, 3 feet 7 inches aft. I am induced, however, to believe that her actual draft is a few inches over 5 feet under turret. I am anchored in the stream just above falls, and will, if there is not a decrease of water, start down very early.

The vessels have been industrious in discharging ammunition, stores, etc., and most of them will have plates loosened by midnight.

They believed their drafts would be—*Louisville*, 6 feet 6 inches; *Mound City* and *Pittsburg*, the same; *Carondelet*, 6 feet 1 inch forward, 5 feet 8 inches aft. *Ozark* think would, without plating, draw 5 feet 8 inches; draws now 6 feet.

Have just received your letter saying Lieutenant Beebe, of the Ordnance Department, is prepared to take the guns away and that we are not to blow them up.

Very respectfully,

WATSON SMITH,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,

Commanding U. S. Mississippi Squadron, Alexandria, La.

Report of Brigadier-General McMillan, U. S. Army, naming the military details at the dam.

HEADQUARTERS 1ST DIVISION, 19TH ARMY CORPS,
Alexandria, La., May 9, 1864.

CAPTAIN: In obedience to orders from headquarters Nineteenth Army Corps, I have the honor to report as follows in relation to details from this division at the dam:

Twenty-ninth Maine, Lieutenant-Colonel Emerson, April 30, 1864.

Five companies One hundred and sixteenth New York, Lieutenant-Colonel Higgins, commanding, May 4, 1864.

Five companies One hundred and sixteenth New York, Colonel G. M. Love, commanding, on picket duty, covering the working parties, May 5, 1864.

One hundred and sixty-first New York, Captain Prentice, commanding, May 9, 1864.

Lieutenant-Colonel Kinsey, One hundred and sixty-first [New York], May 6, 1864.

Lieutenant Fairchild, aid-de-camp, First Brigade, May 6, 1864.

Lieutenant-Colonel Hubbard, Thirtieth Maine, May 9, 1864.

Respectfully submitted.

JAMES W. McMILLAN,
Brigadier-General, Commanding.

Captain F. SPEED,

Assistant Adjutant-General, 19th Army Corps.

Order of Lieutenant-Commander Breese, U. S. Navy, to Acting Master Keene, U. S. Navy, commanding U. S. S. *Naiad*.

U. S. S. [BLACK HAWK],
Mouth Red River, May 10, [1864].

SIR: You will proceed without delay up Red River and report to Lieutenant-Commander F. M. Ramsay, commanding U. S. S. *Choc-tau*, for such duty as he may assign you.

Very respectfully, your obedient servant,

K. R. BREESE,
Lieutenant-Commander, Commanding.

Acting Master H. T. KEENE,
Commanding U. S. S. *Naiad*, Mouth Red River, La.

Letter from Lieutenant Beebe, U. S. Army, to Rear-Admiral Porter, U. S. Navy, regarding the removal of guns from the steamer *Mittie Stevens*.

HEADQUARTERS DEPARTMENT OF THE GULF,
Alexandria, La., May 10, 1864.

SIR: I have the honor to request that you will send a working party to the boat *Mittie Stevens*, to land the three guns already on her at such point as you may designate.

The captain of the *Mittie Stevens* has orders to move on the arrival of the working party, in obedience to the directions of the officer in charge of them. The officer in charge of the pontoon bridge also has orders to open the bridge for her to pass down and return.

I hope by daylight to have the remaining 8-inch guns waiting at the bayou, and would take the liberty of requesting that the guns be landed and the boat returned to her present position by daylight, if possible, to receive the remaining four guns.

Would you also be kind enough to have a fresh party with the necessary tackle at the bayou at daylight in order to put the remaining guns on board the *Stevens*?

Very respectfully, your obedient servant,

WILLIAM S. BEEBE,
1st Lieutenant, Ordnance Department, U. S. Army.

Admiral PORTER,
Commanding Mississippi Squadron.

Order of Lieutenant-Commander Breese, U. S. Navy, to Acting Ensign Thomas, U. S. Navy, for delivery of dispatch to Lieutenant-Commander Greer, U. S. Navy.

U. S. [S. BLACK HAWK],
Mouth of Red River, May 11, [1864].

SIR: Proceed up the river until you fall in with the *Benton*, Lieutenant-Commander Greer, and hand to him the enclosed dispatch. Return without delay to this place after accomplishing the above.

Respectfully, etc., your obedient servant,

K. R. BREESE,
Lieutenant-Commander.

Acting Ensign LLOYD THOMAS,
Commanding *Robb*.

[Enclosure.]

MISSISSIPPI SQUADRON, U. S. S. BLACK HAWK,
Mouth of Red River, May 11, 1864.

SIR: I deem it essential that the *Benton* should be here as soon as possible. You will, therefore, upon receipt of this, join me at this place without delay.

Respectfully, etc., your obedient servant,

K. R. BREESE,
Lieutenant-Commander.

Lieutenant-Commander JAMES A. GREER,
Commanding Benton.

Letter from Rear-Admiral Porter, U. S. Navy, to Major-General Banks, U. S. Army, giving assurances of the successful passage of the fleet within a few days.

MISSISSIPPI SQUADRON, FLAGSHIP CRICKET,
Off Alexandria, La., May 11, 1864.

GENERAL: Colonel Wilson called to see me this morning and seemed to think the navy were relaxing their exertions above. There is really nothing that can be done to the *Carondelet* until the water rises. The channel in which she lies is a cut channel, in the shape of an S, and when the bottom of a vessel is wedged in it there is no use attempting to haul her through. Only water can help us, and we want but 1 foot of that to get every vessel through. It would be paying a very poor compliment to Colonel Bailey to suppose him incapable of supplying the desired quantity in one or two days. I am as anxious as yourself to see the vessels all through, and though I have every confidence in the zeal and ability of the officers in command, I would give all my personal attention up there, but am laid up with a complaint that perfectly prostrates me when I ride on horseback or move about. Still, I know every hour what is going on, and give directions accordingly.

Don't suppose because the vessels seem quiet that nothing is being done; everything is being done that can be. I hope you will look this matter patiently in the face. I am sure that Colonel Bailey will have every vessel through in two days, and though you are pressed for forage, two days will really amount to nothing, and any loss we might sustain in horses up to that time would be nothing in comparison to the loss of one of those vessels. If we have met with reverses above, the rescue of this fleet from its peculiar position will redeem the past. You must have seen the tendency of the Northern press to cavil at our movements out here, and they can not help but admit, if we succeed, that amidst our trouble, the best piece of engineering ever performed in the same space of time has been accomplished under difficulties the rebels deemed insurmountable. Now, general, I really see nothing that should make us despond. You have a fine army, and I shall have a strong fleet of gunboats to drive away an inferior force in our front. We can, by making a united effort, open the river when we please. I feel that the country is so abundant in grass and clover just now that there can be no real danger to the stock.

I feel that you are extremely anxious to move; so I am to get the boats down, and I am sure you will agree [with] me when I say that there would be tremendous excitement throughout the country if the vessels are not all brought over, which will certainly be done with 8 inches more of water, which there will be no difficulty in getting. The water is rising in the river below (the backwater from the Mississippi, which extends now to this place), the water rising here. I hope, sir, you will not let anything divert you from the attempt to get these vessels all through safely, even if we have to stay here and eat mule meat. There are some here who would not care if gunboats, horses, and everything are left behind, as long as they could get away, but as they have none of the responsibilities resting on your shoulders and on mine, I hope they may not meet with any attention. I feel that we are doing a splendid thing, and I want to see it carried through without an accident to a single vessel. Please excuse my long dispatch.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Major-General N. P. BANKS,
Comdg. Dept. of the Gulf, Alexandria, La.

Letter from Major-General Banks, U. S. Army, to Rear-Admiral Porter, U. S. Navy, stating his intention to protect the vessels till released.

ALEXANDRIA, *May 11, 1864.*

I have the honor to acknowledge the receipt of your note of this morning. I have never entertained for a moment the thought of abandoning any portion of the fleet, and my only anxiety is not to move from this post, but to do all that can be done to expedite the release of the vessels. Our men are at work very hard, many of them (as last night, for instance) in the water the whole night. They have been thus employed now for nearly two weeks, night and day, and they complained very bitterly when the men of the navy appeared to be doing nothing to effect the release of their own ships. It was on account of complaints of this character that I requested Colonel Wilson to wait on you this morning. It is not impossible that there may be persons connected with the army who are interested only for their own welfare, and care but little for the interests of the Government; but you may be assured that such consideration will not influence in any respect whatever the command of the army.

We shall not leave this post until the vessels are released. Thus far the representations to the Northern press are most likely made by men who ran away from the scene of action. When men fail to do their duty they are most anxious to justify it by partial representations of facts. Do not entertain any doubt at all that, when the country understands the truth in regard to this expedition, whatever regrets they may feel as to its results, they will not cast serious reproach upon any person connected with it; but even should it be otherwise, it will not disturb me. I appreciate the magnitude as well as the importance of the labor in which we are now engaged,

and doubt not its entire success. No efforts of mine shall be wanting to produce that result. I am very glad to see by the Secretary's letter, a copy of which you inclosed to me last night, that the detention of General Smith's forces on this line beyond the time when he supposed he was at liberty to leave us has been approved.

N. P. BANKS,
Major-General, Commanding.

Admiral PORTER.

Report of Lieutenant-Commander Mitchell, U. S. Navy, commanding U. S. S. Carondelet, regarding operations connected with the passage of the vessels over the falls.

U. S. S. CARONDELET,
Red River, May 11, 1864.

SIR: I am getting spars in place and shall use them at once. Colonel Bailey will haul our stern out with a windlass from the right bank of the river. I would suggest that one of the other vessels drop down, if the *Mound City* gets through, until nearly to the stern of this vessel, which will make dead water on our starboard quarter and enable us to haul the easier. I don't think the *Mound City* has any prospect of getting past us with the present depth of water. We can tell in a couple of hours. We can go no farther on the rocks, as I have run all the guns over on our port side to keep her from sliding up; this and the spars will hold us.

I think the *Mound City* will have to go ahead her length to let us out, and then both vessels can go through. She is now lying alongside of us, and I think the farther she goes astern the more she will wedge in. I will send word down at 12 o'clock how we get along.

I am, sir, very respectfully, your most obedient servant,

JOHN G. MITCHELL,
Lieutenant-Commander, U. S. Navy.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Owen, U. S. Navy, commanding U. S. S. Louisville, regarding operations connected with the passage of the vessels over the falls.

U. S. S. LOUISVILLE, *May 11, 1864.*

SIR: The *Mound City* has succeeded in getting abreast of the *Carondelet*. There is plenty of water all around her, but she appears to be aground somewhere about midships. The water is rising at the rate of 2 inches in six hours. Before all the boats are over more lines (6-inch) will be required, as vessels are obliged to let go at the right moment, and, although buoyed, the bottom is so rocky and the current so strong I think it will be impossible to get the lines only in pieces. The *Pittsburg* will go through next. The *Ozark* is now lightened up to 5 feet. The channel is yet too narrow for her. Mr. Robert's house was burned down by soldiers, who state they were ordered to do so. I had a picket there all yesterday

and last night and to-day until I dropped down. I was just about sending another when the flames burst out.

I am, sir, very respectfully, your obedient servant,

E. K. OWEN,

Lieutenant-Commander and Senior Officer Present.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

P. S.—I have yet 19,000 pounds of shell on board. I should like to take all or a portion off. The following are the several kinds: 50 100-pounder Parrott shell, 80 9-inch shell, 45 9-inch shrapnel, 42 30-pounder Parrott shot, 145 30-pounder Parrott shell.

Respectfully, etc.,

E. K. OWEN,

Lieutenant-Commander.

Report of Lieutenant-Commander Selfridge, U. S. Navy, commanding U. S. S. Mound City, regarding the movement of that vessel over the falls.

U. S. S. MOUND CITY—12 a. m.

ADMIRAL: We started the *Mound City* this forenoon a length and a half. We shall have her over all right, I hope, in the course of the afternoon. The *Carondelet* is all afloat only waiting for the former to get down. The channel is very lumpy, which makes the delay.

Everything looks encouraging to get three of the "turtles" over before 8 p. m. Water still rising slowly.

Respectfully, etc.,

T. O. SELFRIDGE,

Lieutenant-Commander.

Report of Lieutenant-Commander Selfridge, U. S. Navy, regarding the grounding of the U. S. S. *Carondelet*.

U. S. S. MOUND CITY,

Tuesday afternoon. [Not dated.]

ADMIRAL: The *Carondelet* took a fine start this morning, but had no checking line and has gone fast on the left-hand reef. She has only 5 feet 6 inches, for 20 abaft her bow. It will be very difficult to get her off before to-morrow.

It is my opinion that all of the turtles can go over and touch the *Carondelet* but very slightly if at all.

I think that it will be decidedly the best plan to let them go over, as time will be saved by it.

The *Mound City* is in a very favorable position to go over, awaiting your orders. Water rising very slowly.

Very respectfully, etc., your obedient servant,

THOS. O. SELFRIDGE,

Rear-Admiral D. D. PORTER, U. S. NAVY,

Commanding Mississippi Squadron.

Report of Acting Volunteer Lieutenant Langthorne, U. S. Navy, commanding U. S. S. Mound City, giving the opinion of Lieutenant-Colonel Bailey, U. S. Army, regarding an additional crib for the dam.

U. S. S. MOUND CITY, *May 11, 1864—8.30 a. m.*

SIR: Your communication of this morning in regard to putting in another crib to the dam has been received, and in reply I would beg leave to state that, having consulted Colonel Bailey as to the expediency of filling in the open space, he informed me that it would be preferable to leave it open at present, as the water on the falls above was rising and that by obstructing it, it would necessarily weaken and probably undermine other parts of the work.

The water has risen 3 inches on the upper falls during the night and is still rising fast.

The *Carondelet*, judging from present appearances, will be over in two hours or perhaps in less time.

The work on the wing dams is progressing rapidly and everything is being done to expedite our passage.

I have held a consultation with Captain Owen this morning, and we both consider that running bow downstream instead of stern foremost will be the best way, as it will enable us to use our hawsers, tackles, lines, etc., to better advantage.

I am, sir, very respectfully, your obedient servant,

A. R. LANGTHORNE,

Acting Volunteer Lieutenant, Commanding.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Report of Lieutenant-Commander Mitchell, U. S. Navy, commanding U. S. S. Carondelet, regarding operations connected with the passage of the vessels over the falls.

U. S. S. CARONDELET,

Red River, May 11, 1864.

SIR: I have the honor to acknowledge receipt of your communication of this morning in relation to your orders not being carried out with regard to placing two steamers above this vessel, etc.

The order which you gave yesterday was given to Captain Hoel, of the *Pittsburg*, and Captain Owen, of the *Louisville*. (I did not understand you to say anything about working the wheels of these steamers, but to place them so that they would throw the water in the channel by wing-damming it.)

The *Louisville* had no steam up, and Captain Owen sent up an order to the *Mound City* to take her place. The *Pittsburg* did take her place on the left bank of the river, and the *Mound City* the position which the *Fort Hindman* had when she dropped the *Osage* and the *Neosho* through. The vessels changed their position afterwards—I don't know by whose orders.

With regard to the statement of General Banks that we have done nothing during the night, I would simply state that we have been at work all night, and have succeeded in hauling her ahead 45 feet and are nearly across the lumps in the channel.

I have sent an order to the commanding officers of the *Pittsburg* and *Mound City* to take position to throw water on the falls with

their wheels and have an anchor planted on the other side of the lower shoal, which can be used by the boats in succession as they come on the falls.

I hope to be over by 12 o'clock.

I am, sir, very respectfully, your most obedient servant,

JOHN G. MITCHELL,
Lieutenant-Commander, U. S. Navy.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Selfridge, U. S. Navy, regarding the movements of the U. S. steamers *Louisville* and *Ozark*.

U. S. S. LOUISVILLE—4 P. M.

SIR: Your communication just received. The *Louisville* is now dropping over, and I shall do all I can to get the *Ozark* over before night. Everything looks cheering for this result.

Very respectfully, your obedient servant,

THOS. O. SELFRIDGE,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Letter from Lieutenant-Commander Breese, U. S. Navy, to Lieutenant-Commander Ramsay, referring to withdrawal from Fort De Russy when advisable.

MISSISSIPPI SQUADRON, U. S. S. BLACK HAWK,
Mouth of Red River, May 12, 1864.

DEAR RAMSAY: I've nothing new to tell you. Send you the latest bricks. You won't take it amiss in my telling you my fears about the rebs getting a battery in below you and worsting some more of our light-drafts, and urging you to "guard against all precautions." You know my reason for keeping the vessels there is to keep open communications as far as we can, but it won't do to have any more captures.

I've sent for the *Benton* and she will be here to-night. I shall not send her up, however, unless necessary, and you must be the judge of that. Of course you know matters with you better than I, and I would not presume to order affairs where you are. Don't take any risks, and should you at any time deem it proper to withdraw from Fort De Russy don't wait for orders from me. For your own vessel I've no fears, but the discretion of some of those with you I can not rely upon. Do what you think best in the matter, and I will back you up all in my power. The *Forest Rose* has a number of the *Covington's* men on board. Why don't you take them; they will help fill up your crew.

I do so hope to get good news soon. The *Benton* is just coming in.
Yours, truly,

BREESE.

All is quiet about here just now.

Letter from Major-General Banks, U. S. Army, to Rear-Admiral Porter, U. S. Navy, regarding proposed movement of the army on the release of all the vessels.

HEADQUARTERS DEPARTMENT OF THE GULF,
Alexandria, May 12, 1864.

The general being away, I take the liberty of informing you, by his desire, that the movement of the army will begin early in the morning in the event of the safe passage of the remaining boats over the falls.

I have the honor to be, admiral, very respectfully, your obedient servant,

GEO. B. DRAKE,
Assistant Adjutant-General.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Letter from Rear-Admiral Porter, U. S. Navy, to Major-General Banks, U. S. Army, announcing that Lieutenant-Commander Selfridge, U. S. Navy, will act as fleet captain on account of the disability of the admiral.

MISSISSIPPI SQUADRON, FLAGSHIP CRICKET,
Off Alexandria, La., May 12, 1864.

GENERAL: I find myself unable to move to-day without great pain, and in consequence have ordered Lieutenant-Commander T. O. Selfridge, commanding U. S. S. *Osage*, to take upon himself the duties of fleet captain. He will have all the authority I possess to carry on duty. If Colonel Bailey wants anything done he will please call on Captain Selfridge, who will be with the upper vessels until they are over. Any requisitions made on Captain Selfridge will be attended to the same as if made on me.

Very respectfully, your obedient servant,

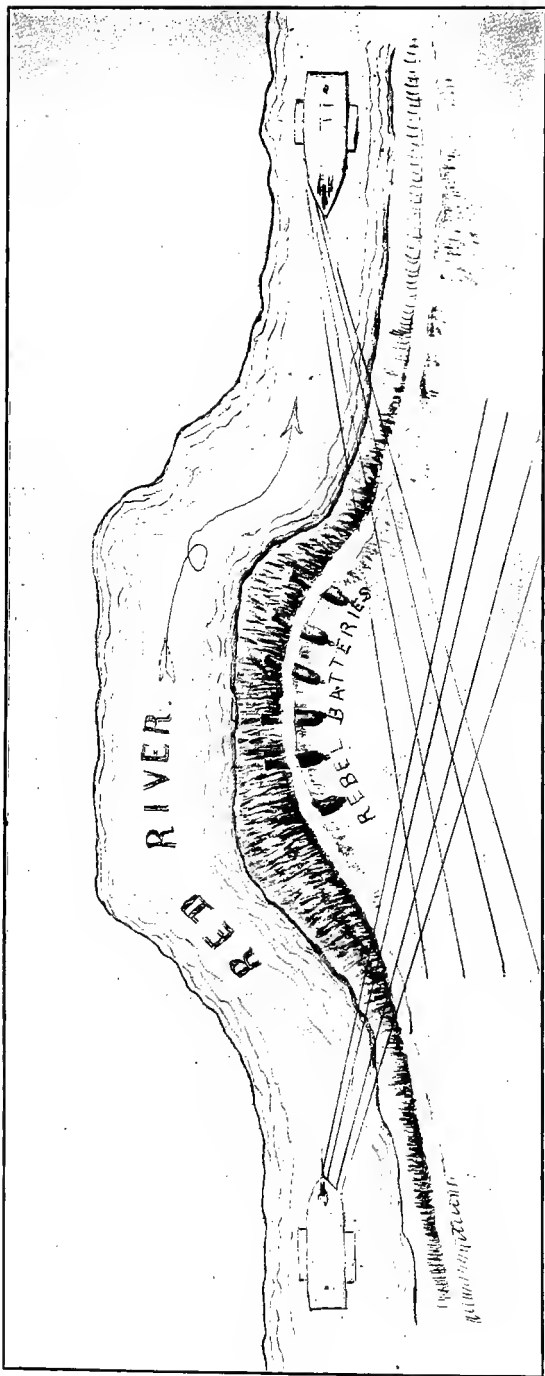
DAVID D. PORTER,
Rear-Admiral.

Major-General N. P. BANKS,
Commanding Department of the Gulf.

Letter from Major-General Banks, U. S. Army, to Rear-Admiral Porter, U. S. Navy, giving the supposed location of the enemy.

HEADQUARTERS DEPARTMENT OF THE GULF,
Osborne's Plantation, May 13, 1864—12 p. m.

ADMIRAL: Your note of this date was received at 11 o'clock p. m. I will communicate to you in the morning by persons stationed on the banks of the river to indicate our position, and if possible that of the rebels. It is quite likely that the position of the enemy may be more distant than I suggested in my note of this evening. The best information I can get here locates them at the bend of the river between Dunn's Bayou and Choctaw Bayou. It is 10 miles from Atenia [Latanier] Bayou, where my headquarters are to-night, and 6 to 8 miles from Dunn's to Choctaw, making 16 to 18 miles from Atenia [Latanier] to Choctaw. I am inclined to believe that the rebels' position is just beyond Dunn's Bayou. They are stationed in



1. This position is supposed to be at bend of river between Dunn's and Choctaw bayous.
2. Rebels are said to be in elbow of river behind levee.
3. The line of fire from gunboats above or below has been to the rear of rebels and leaves them unharmed.
4. They are said to have 30 guns.

an elbow of the river, in such position that the line of fire from the gunboats above or below passes to their rear, doing them, as they say, but little injury. They report here that but one man was killed in the severe fire of the other day. The diagram enclosed exhibits the bend in the river and the position of the batteries, with the probable line of fire from our boats, as near as I can represent it from the information given to me. Their force is said to be about 13,000, consisting of Taylor's force and troops from Texas. The troops sent to aid Price against Steele—five to seven thousand—are daily expected to return, but I believe have not yet returned. Their subsistence is brought from the country above Cotile. It is of limited quantity, but the men say they want but one meal a day. Their animals graze and the corn is ground for the men. They are said to have thirty guns. Taylor's headquarters are at Cheneyville. They are all mounted, unless it be some infantry from Texas. The only obstructions in the river are from the sunken boats, which are placed across the current. Our information offers a very flattering prospect of a brilliant and successful movement against the enemy. We believe we have full information in regard to his position, and the means of reaching it. It is of vital importance that your boats should be up at the earliest moment possible.

I have the honor to be, with much respect, your obedient servant,
N. P. BANKS,

Major-General, Commanding.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

P. S.—The stories that we have heard of the rebels burying guns is accounted for in this manner: The battery, which points down on the river, is a sunken one in the levee; the heavy guns therefore are buried in the levee. This is the only burial of guns that has taken place.

N. P. B.

Letter from Major-General Banks, U. S. Army, to Rear-Admiral Porter, U. S. Navy, desiring a gunboat for protection of rear guard.

HEADQUARTERS DEPARTMENT OF THE GULF,
Wilson's Landing, May 14, 1864—5:05 p. m.

The general wishes me to say that the enemy is pushing the rear of our train. He desires, if you have not already done so, that a gunboat be sent back to the assistance of the rear guard.

I have the honor to be, very respectfully, your obedient servant,
GEO. B. DRAKE,
Assistant Adjutant-General.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Letter from Major-General Banks, U. S. Army, to Rear-Admiral Porter, U. S. Navy, regarding expected movement of troops and attack at Marksville.

HEADQUARTERS DEPARTMENT OF THE GULF,
Red River, May 14, 1864.

ADMIRAL: It is necessary to build a bridge across the bayou which is in our front before the army can march. It will probably be

completed by 8 o'clock, perhaps by 7, when we shall be in full march. A prisoner captured this evening says that the enemy will probably fight us at Marksville. It is not credited, but still it may be possible. He reports a rumor circulated in the rebel camp that Grant had captured Richmond with 30,000 prisoners. Our men are in excellent spirits, and it will require a very powerful enemy to overcome them. I will communicate to you in the morning any information we may receive in addition to the above.

Very respectfully, your obedient servant,

N. P. BANKS,
Major-General, Commanding.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Letter from Major-General Banks, U. S. Army, to Rear-Admiral Porter, U. S. Navy, transmitting request for gunboats.

HEADQUARTERS DEPARTMENT OF THE GULF,
Welsh's Plantation, May 14, 1864.

I enclose a dispatch from General Emory from the front. Please send the boats as he requests. The Fifteenth Corps will flank the train on the right, leaving one regiment with a cavalry brigade to bring up the rear of the train. Please leave a gunboat in the rear, as you suggested.

I have the honor to be, very respectfully, your obedient servant,

N. P. BANKS,
Major-General, Commanding.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

[Enclosure.]

HEADQUARTERS 19TH ARMY CORPS, *May 14, 1864—8 a. m.*

There is heavy skirmishing in front. We are still advancing. If some of those gunboats could be sent up, they would give us great advantage, even without firing a gun. I am about 6 miles, and our advance fully 7, from the ground we occupied this morning.

Respectfully,

W. H. EMORY,
Brigadier-General, Commanding.

Brigadier-General DWIGHT,
Chief of Staff.

Letter from Major-General Banks, U. S. Army, to Rear-Admiral Porter, U. S. Navy, desiring the gunboats near Fort De Russy, in view of the reported movement of the enemy from Marksville.

HEADQUARTERS DEPARTMENT OF THE GULF,
Choctaw Bayou, May 15, 1864.

ADMIRAL: The enemy are preparing to start, about 1 mile this side of Marksville, according to reports from Brigadier-General

Emory, who is in front. If such is the case, it will be desirable to have some of your gunboats a short distance this side of Fort De Russy, as the left of my line will rest on the river.

I am, admiral, very respectfully, your obedient servant,

N. P. BANKS,

Major-General, Commanding.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Letter from Major-General Banks, U. S. Army, to Rear-Admiral Porter, U. S. Navy, desiring gunboats at Simmesport.

HEADQUARTERS DEPARTMENT OF THE GULF,
Near Marksville, May 15, 1864.

ADMIRAL: We shall camp to-night between Marksville and Mansura, headquarters at Marksville. Simmesport is 20 miles distant. We shall make our headquarters there to-morrow night. I should be glad, if the river admits, if you would send down one or two boats to that point. The enemy has returned in our front, showing some artillery and dismounted cavalry, but had made no decided resistance.

With much respect, your obedient servant,

N. P. BANKS,

Major-General, Commanding.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Letter from Lieutenant-Commander Ramsay, U. S. Navy, to Major-General Banks, U. S. Army, desiring to know the wishes of the latter regarding the movement of transports.

U. S. S. CHOCTAW,

Off Fort De Russy, La., May 15, 1864—3 p. m.

SIR: In obedience to instructions from Admiral Porter, I have the honor to inform you that he, being very unwell, has gone down to the mouth of the river and left me in command at this place. He has ordered me to stop all boats that have provision and forage on board until I hear from you. The empty transports are to proceed immediately to Simmesport. I shall be pleased to learn your wishes at as early a moment as possible.

Very respectfully, your obedient servant,

FRANK M. RAMSAY,

Lieutenant-Commander, Commanding.

Major-General N. P. BANKS,

Commanding Department of the Gulf.

Letter from Lieutenant-Commander Ramsay, U. S. Navy, to Major-General Banks, U. S. Army, regarding the movement of transports and gunboats for Simmesport.

U. S. S. CHOCTAW,

Off Fort De Russy, La., May 15, 1864—7.30 p. m.

SIR: Admiral Porter left here at 3 p. m. for the mouth of the

boats have gone with them to protect them. I shall leave here with the remainder of the gunboats at daylight to-morrow morning. The last news from the North is that General Grant had defeated General Lee after three days' fighting. When last heard from General Grant had advanced 20 miles beyond the battle field. General Butler had advanced from Fort Monroe, had occupied Petersburg, and cut Lee's railroad communication.

Very respectfully, your obedient servant,

FRANK M. RAMSAY,
Lieutenant-Commander, Commanding.

Major-General N. P. BANKS,
Commanding Department of the Gulf.

Order of Rear-Admiral Porter, U. S. Navy, to master of steamer *Sioux City*, to report at mouth of Red River.

MOUTH OF RED RIVER, *May 16, [1864].*

SIR: Repair with your boat to this place without delay and report to me.

By order of Rear-Admiral D. D. Porter:

K. R. BREESE,
Lieutenant-Commander, Commanding.

MASTER OF STEAMER *SIoux CITY*.

[Order of same date and like tenor to the master of the steamer *W. L. Irving*.]

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Gillis, U. S. Navy, commanding U. S. S. *Elk*, to report at mouth of Red River.

MOUTH OF RED RIVER, *May 16, [1864].*

SIR: The admiral directs that you, with your vessel and the *Tallahatchie*, repair to this place without delay, bringing with you the coal barge at Black River.

Respectfully, etc., your obedient servant,

K. R. BREESE,
Lieutenant-Commander, Commanding.

Lieutenant-Commander JAS. H. GILLIS,
Commanding U. S. S. Elk.

Report of Lieutenant-Commander Smith, U. S. Navy, regarding the expected arrival at Simmesport of Major-General Banks, U. S. Army.

U. S. S. CHILLICOTHE,
Simmesport, La., May 16, 1864—8.45 p. m.

SIR: Two officers arrived here this evening from General Banks' camp 10 miles from here over the right bank as the river runs. They

reported all well with the army, and that they would be here to-morrow by noon to embark for the Mississippi River.

They had an artillery fight with the rebels this morning.

Very respectfully,

WATSON SMITH,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding U. S. Mississippi Squadron, Mouth of Red River.

[Telegram.]

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mouth Red River, May 16, 1864.

SIR: I have the honor to inform you that the portion of the squadron that were caught above the falls at Alexandria have been released from their unpleasant position, owing to the indefatigable exertions of Lieutenant-Colonel Bailey, acting engineer, Nineteenth Army Corps, who proposed and built a tree dam of 600 feet across the river at the lower falls, which enabled all the vessels to pass in safety. The back water of the Mississippi reaching Alexandria allowed them to pass over all the shoals and the obstructions planted by the enemy to a point of safety.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Telegram.]

NEW ORLEANS, *May 17, 1864.*

Please notify officers in command of supply boats near mouth Red River that the army will be at Simmesport, [La.], to-day in want of provisions and forage.

J. J. REYNOLDS,
Major-General.

Captain BREESE, U. S. Navy,
Mouth Red River.

Order of Lieutenant-Commander Breese, U. S. Navy, to Acting Volunteer Lieutenant Johnston, U. S. Navy, commanding U. S. S. Forest Rose, to proceed to Simmesport, towing barges.

MOUTH OF RED RIVER, *May 17, [1864].*

SIR: Proceed with the two empty barges designated, in tow of your vessel, to Simmesport and turn them over to General Banks. Report to Captain Smith, giving him the accompanying letter and return as soon as he directs.

Respectfully, etc.,

K. R. BREESE,
Lieutenant-Commander.

Acting Volunteer Lieutenant JNO V JOHNSTON.

[Enclosure.]

MOUTH OF RED RIVER, *May 17, [1864].*

DEAR SMITH: The admiral wants you to send the *Louisville* and *Carondelet* down here as soon as possible.

The *Forest Rose* tows up two barges without coal, to be turned over to the army for a pontoon, and the admiral wishes you to send her back as soon as she lands them.

Yours, truly,

BREESE.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Wright, U. S. Navy, commanding U. S. S. *Avenger*.

[MOUTH OF RED RIVER], *May 17, [1864].*

SIR: You will report to me at this place without delay with your vessel and take in coal as rapidly as possible.

By order of David D. Porter, rear-admiral:

K. R. BREESE,

Lieutenant-Commander, U. S. Navy.

Acting Volunteer Lieutenant CHAS. A. WRIGHT,

Commanding U. S. S. Avenger.

Order of Lieutenant-Commander Breese, U. S. Navy, to Lieutenant-Commander Foster, U. S. Navy, to send the U. S. S. *Kenwood* to mouth of Red River.

MOUTH OF RED RIVER, *May 17, [1864].*

SIR: Upon receipt of this you will send the *Kenwood* up to report to me without delay at this place.

Respectfully, etc., your obedient servant,

K. R. BREESE,

Lieutenant-Commander, Commanding.

Lieutenant-Commander JAS. P. FOSTER,

Comdg. Lafayette and Second Dist. Miss. Squadron.

Report of Acting Volunteer Lieutenant Gregory, U. S. Navy, commanding U. S. S. *St. Clair*, regarding engagement at Eunice's Bluff.

ON BOARD U. S. S. *ST. CLAIR*,*Simmesport, May 17, 1864.*

SIR: I have the honor to make the following report: On my way down Red River on the afternoon of the 15th the rebels fired into us near Eunice's Bluff. I rounded the boat to and fought them until the transports were out of danger and they had ceased firing. I then went on down the river. At the next bend below the bluff they met me again. I backed up and fought them there until they left. I saw no more of them. We have no one hurt, and no other damage than a few more scars on the vessel.

I have two master's mates now more than twenty months in the service. If upon examination they are found as competent as I find

them worthy I would like to see them promoted. My crew, as it stands, will do their duty.

Very respectfully, your obedient servant,

THOS. B. GREGORY,
Acting Volunteer Lieutenant, Commanding.

Admiral DAVID D. PORTER,
Commanding U. S. Mississippi Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Johnston, U. S. Navy, commanding U. S. S. Forest Rose, to report for duty in the fourth district.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Off Mouth Red River, May 18, 1864.

SIR: You will proceed up the river with the vessel under your command and report to Lieutenant-Commander J. A. Greer for such duty as he may assign you in his district.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Acting Volunteer Lieutenant J. V. JOHNSTON,
Commanding U. S. S. Forest Rose.

Report of Lieutenant-Commander Smith, U. S. Navy, regarding affairs at Simmesport.

U. S. S. CHILlicothe,
Simmesport, La., May 18, 1864—6:30 p. m.

SIR: Brigadier-General A. J. Smith arrived on board about fifteen or twenty minutes since, and has now left. His manner was much as you know it to be at times, and his remarks were concerning his intentions and his fighting to-day. He has been fighting hard all day, losing 25 men per hour. Sent for reinforcements and could not get them; General Banks, it was believed, had left. He first anchored transports abreast so as to make a bridge for his troops to pass over to the left bank.

This bridge prevents my signaling, and I expect the passage of even a cutter at this time would be difficult, and this while I should be free to control all the vessels under my command.

General Smith said he was going out to-night to do his best to drive the rebels off, and asked me to remain until he embarked his force. This I, of course, promised, being, too, your order.

The rebels have been reinforced, I am told, but I wish no change except that an opening may be made in the bridge of steamboats to admit of my command being a unit. I am going now to effect this, if possible, though I suppose General Banks has trammelled everything to have them remain as he left them.

I will be under steam to-night in all the vessels.

Very respectfully,

WATSON SMITH,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,

General Smith is going to see you at 9 p. m. in the *Gazelle*. He wished to do so. I think I can look out for him.

W. S.

I have looked for General Banks, but could not find him. I find that he is about the camp, and will trust to his opening for us to pass if necessary, for us to go either way.

Report of Lieutenant-Commander Smith, U. S. Navy, commanding U. S. S. Chillicothe, regarding affairs at Simmesport.

U. S. S. CHILICOTHE,
Simmesport, La., May 19, 1864.

SIR: I have very little to report. General Banks' troops are moving still across the river.

On enquiring for General A. J. Smith this morning on board the *Clara Bell*, was informed that he was out on the rear. Have not heard from him to-day.

The Department of the Gulf asks for coal for the steamboats ferrying troops. The vessels with me have three days' coal for running in daylight, but are using it now every night, and the barge you sent, I am informed, contains 10,000 bushels.

I have not touched the barge yet, but will fill the vessels above first, as far as necessary, and get it through the bridge as soon as possible for these vessels. I will then send the remaining coal down to you, as your order directs, unless I receive different orders.

Very respectfully,

WATSON SMITH,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding U. S. Mississippi Squadron, Mouth Red River.

P. S.—We have gunboats enough, and each has its position assigned when the bridge is broken up. The nights are bright, and I believe we will get General Smith off with ease.

Very respectfully,

WATSON SMITH,
Lieutenant-Commander.

Letter from Lieutenant-Commander Smith, U. S. Navy, to Major-General Banks, U. S. Army, requesting passage for the U. S. S. *St. Clair* through the bridge of boats at Simmesport.

U. S. S. CHILICOTHE,
Simmesport, La., May 19, 1864.

SIR: The admiral has directed me to send the gunboat *St. Clair* to him immediately. The *St. Clair* is below the bridge of steamboats, and I have the honor to request, in Admiral Porter's name, that you will have room made for that vessel to pass through the

bridge. The *St. Clair* will proceed to the bridge as soon as possible, to pass through at the place most convenient to you.

Very respectfully,

WATSON SMITH,
Lieutenant-Commander and Senior Officer Present.

Major-General N. P. BANKS, U. S. Army,
Commanding Department of the Gulf

Report of Lieutenant-Commander Smith, U. S. Navy, regarding request for passage of U. S. S. *St. Clair* through the bridge of boats, and movement of the troops from Simmesport.

U. S. S. CHILlicothe,
Simmesport, La., May 19, 1864.

SIR: I have just received your instructions to send the *St. Clair* to you. As she is below the bridge of boats, I have sent to Major-General Banks, in your name, requesting him to open the bridge at the place most convenient to him, to allow the *St. Clair* to pass. It is now 11:20 p. m. It will be some time before they can open the bridge, as General Banks' headquarters are at Simmes' house.

I sent a letter to you this evening by the *Avenger*, but General Banks has not yet moved in her. General Smith (A. J.) was, I was told this morning on calling to see him, on the *Clara Bell* "in the advance on the retreat" since 3 a. m. All goes well with us.

General Banks' army is, I believe, expected to be over early in the morning, but they move very slowly. General A. J. Smith's numerous wounded were left to lie from early morning to evening, before being taken to hospital. I have this from good authority. It excites much remark.

The hospital vessels, or some, are in the bridge, and the delay there causes much suffering.

Very respectfully,

WATSON SMITH,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding U. S. Mississippi Squadron, Mouth of Red River.

The army wants 100 tons of coal. I declined to give it unless ordered by you, as I had your order to return all I did not need, and I thought you were perhaps short of coal.

EVENING, *May 19, 1864.*

I heard a rumor this evening from Pilot John Dean, of this vessel, that the rebel forces were reported to have already crossed down this river to fight General Banks on the Mississippi River. I give it only as I heard it.

Very respectfully,

WATSON SMITH,
Lieutenant-Commander.

Admiral D. D. PORTER,
Commanding U. S. Mississippi Squadron.

Report of Rear-Admiral Porter, U. S. Navy, regarding the necessary destruction of guns above the falls and the removal of iron from certain vessels.

No. 118.] MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Off Mouth Red River, La., May 19, 1864.

SIR: In my report in relation to the release of the gunboats from their unpleasant position above the falls I did not think it prudent to mention that I was obliged to destroy 11 32-pounders, not having time to haul them from above the falls to Alexandria, the army having moved and drawn in all their pickets. The best guns were hauled first. The 32-pounders were old guns and would have been condemned on the first opportunity.

For the same reasons I also omitted to mention that I was obliged to take off the iron from the sides of the Pook gunboats and from the *Ozark* to enable them to get over.

Not being able to haul this iron around the falls to Alexandria, for want of wagons, I ordered the gunboats to run up the river at night to a point where they could find from 5 to 6 fathoms of water, where the iron was thrown overboard, and where, in a few moments, it would sink many feet under the quicksands, thus leaving no possible chance for the rebels to recover it.

The Pook vessels run so much better without this iron than they ever did before, and it never having been of any use to them, I propose leaving it off altogether. Their forward casemates are still heavily protected with iron, and as they always fight bow on, it is all they should carry. Besides, they are getting old, and having done a great deal of service without any repairs, they can not bear the weight. They now run from 2 to 2½ knots faster than before.

The *Ozark* is a miserable vessel. Her turret has ceased to work altogether and is about twice as high and heavy as it should be. I really do not know what can be done with her, unless it is to take the turret off and, with some additional strengthening, put casemates about her. This, when done, will enable her to lie at some of the points on the river, where a formidable vessel is required.

I have the honor to be, very respectfully, your obedient servant,
DAVID D. PORTER,

Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Smith, U. S. Navy, regarding the disposition of the gunboats in relation to the movement of the army from Simmesport.

U. S. S. CHULLICOTHE,
Simmesport, La., May 20, 1864.

SIR: General A. J. Smith is moving his men to the left bank (where you were in the *Black Hawk*), intending to remain here to-night, and the transports are to leave at 5 or 6 p. m. for Old River, a mile or two down, which, turning to the right from the Atchafalaya, he intends to embark his men to-morrow, leaving Simmesport at 7 a. m.

The transports will have the fleet of seven gunboats to see them off, and the *St. Clair* and *Gazelle* will convoy them to Old River. The

Mound City will be just above Bayou de Grace [Glaise?], the *Pittsburg* below a hundred yards or more, and below her this vessel, with guns on the open space below the bayou, and the *Fort Hindman* below still farther, guarding the approaches below with her stern guns. This arrangement is somewhat different from my first arrangement, which did not contemplate any division of the gunboats. We will have steam to-night.

Very respectfully,

WATSON SMITH,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding U. S. Mississippi Squadron.

Letter from Major-General Banks, U. S. Army, to Rear-Admiral Porter, U. S. Navy, requesting a supply of coal for the transports.

HEADQUARTERS DEPARTMENT OF THE GULF,
Simmesport, May 20, 1864.

ADMIRAL: The transports here have been engaged in ferrying troops and have in this way used up all their fuel. I would be much obliged if you would send a barge of coal to resupply them. Some will leave as soon as they can get the coal.

Very respectfully, your obedient servant,

N. P. BANKS,
Major-General, Commanding.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Smith, U. S. Navy, regarding the withdrawal of the army from Simmesport without disturbance from the enemy.

U. S. S. CHILICOTHE,
Underway, May 21, 1864—a. m.

SIR: There was a dense fog and smoke over the river and its banks last night, and before it cleared in the morning General A. J. Smith had left with his troops. He must have gone at about 4.30 a. m., as the reveille was heard at 4 o'clock.

I was quite surprised when the fog had cleared at the absence of the troops, as the general had promised to let me know of any change in the order of moving.

As I passed Old River there were no transports in the place where General Smith said he would embark his troops, nor any in sight. The rear of his army was just turning down the shore of Old River. The pilots decided that there would be difficulty in passing out through Old River with the gunboats, and it being probable that the transports had gone out by the way we came in, I decided on taking the same direction.

I have not seen or heard of the slightest attempt on the part of the enemy to arrest the departure of the troops or transports, though they were near as General Smith crossed the Atchafalaya.

Very respectfully,

WATSON SMITH,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding U. S. Mississippi Squadron.

Letter from transportation quartermaster to Rear-Admiral Porter, U. S. Navy, desiring to know if convoy will be necessary for transports carrying sick and wounded to New Orleans.

OFFICE QUARTERMASTER IN CHARGE OF STEAMBOATS,
DEPT. OF THE GULF, ON BOARD STEAMER METROPOLITAN,
Red River Landing, May 21, 1864.

ADMIRAL: There are four transports here full of sick and wounded, destined for New Orleans, and ready to start. I was instructed by General Canby to notify you before starting any steamers down the river. Will you please inform me by bearer whether it is safe for me to start them without a convoy; and if not, where they shall be directed to go to await such guard as you may think proper shall be sent with them?

I am, admiral, very respectfully, your obedient servant,

C. G. SAWTELLE,
*Captain, and Assistant Quartermaster,
In Charge of Steamboat Transportation.*

Admiral D. D. PORTER, U. S. Navy.

Report of Rear-Admiral Porter, U. S. Navy, regarding the safe withdrawal of the army across the Atchafalaya River, supported by the gunboats, and commending the leadership of Generals Smith and Mower, U. S. Army.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Off Cairo, Ill., May 26, 1864.

SIR: I have the honor to report my arrival at this place, four days from Red River. The army had all crossed the Atchafalaya, and General Smith's division had embarked; the gunboats covered the army until all were over.

General Smith, who brought up the rear, turned upon the rebels with a part of his command under General Mower, killed and wounded a number, captured 180 prisoners, and 2 fieldpieces. This makes 8 or 9 fieldpieces captured by General Smith, besides the guns captured at Fort De Russy, in all of which captures General Mower bore a conspicuous part. It is just such men we want to lead our soldiers.

The river is quiet between this and Red River. The rebels had a battery on the banks below Tunica Bend, but the gunboats drove it away after a short action.

I am, sir, very respectfully, your obedient servant,
 DAVID D. PORTER,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

 [Telegram.]

CAIRO, *May 26, 1864.*

I congratulate you heartily on getting your fleet out of the woods. Are you coming to Cairo to-day or to-morrow?

C. P. STONE.

Rear-Admiral D. D. PORTER,
Mound City.

 Letter from Lieutenant-Commander Breese, U. S. Navy, to Rear-Admiral Porter, U. S. Navy, regarding the transfer of military command.

[*May, 1864.*]

DEAR ADMIRAL: I congratulate you most heartily in getting out of the scrape above. General Canby is on board here, the new head of affairs, and is to relieve Banks. There are a number of transports, etc., waiting to go to Simmesport. I send you the papers. Grant has been successful thus far.

Yours, truly,

K. R. BREESE,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

 Letter from the Secretary of the Navy to the Secretary of War, transmitting report of Rear-Admiral Porter, U. S. Navy, and recommending that the thanks of Congress be extended to Lieutenant-Colonel Bailey, U. S. Army.

NAVY DEPARTMENT, *May 27, 1864.*

SIR: I have the honor to submit herewith a printed copy of the report* of Rear-Admiral Porter, dated the 16th instant, giving a minute and graphic account of the extrication of a portion of his fleet which had been caught by the low stage of water above the falls at Alexandria, Red River, by almost superhuman efforts, directed by the extraordinary engineering conceptions and intelligence of Lieutenant-Colonel Bailey, acting military engineer, Nineteenth Army Corps, and other officers of the army, under his direction.

For this eminent achievement, whereby a valuable fleet, worth nearly \$2,000,000, has been saved to the country, too great an appre-

ciation of the services of Lieutenant-Colonel Bailey can not be bestowed on him by the Government, and I would suggest at least that you recommend to Congress that this officer should receive a vote of thanks.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

HON. E. M. STANTON,
Secretary of War.

General order of Rear-Admiral Porter, U. S. Navy, regarding testimonial for Lieutenant-Colonel Bailey, U. S. Army.

U. S. MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, Ill., May 30, 1864.

GENERAL ORDER, }
No. 207. }

A subscription was started for the purpose of raising a fund sufficient to testify to Colonel Bailey, of the Nineteenth Army Corps, the high appreciation felt by the Mississippi Squadron of the services rendered by him in getting the squadron up Red River over the falls. All persons having subscribed, or desirous to subscribe, will hand in through their paymasters the amount subscribed, and all paymasters are directed to send the amounts to Paymaster C. H. Kirkendall, of this vessel, who will receipt for the same.

DAVID D. PORTER,
Rear-Admiral, Comdg. Miss. Squadron.

Letter from the Secretary of War to the Secretary of the Navy, acknowledging receipt of letter.

WAR DEPARTMENT,
Washington City, May 31, 1864.

SIR: I have the honor to acknowledge the receipt of your letter of the 27th instant, transmitting a printed copy of the report of Rear-Admiral Porter, giving an account of the extrication, by means devised by Lieutenant-Colonel Bailey, acting military engineer, Nineteenth Army Corps, of a portion of his fleet, caught by the low stage of water above the falls at Alexandria, Red River.

I am, sir, your obedient servant,

EDWIN M. STANTON,
Secretary of War.

HON. GIDEON WELLES,
Secretary of the Navy.

Letter from the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, congratulating him on the safe passage of the squadron through the falls and extending the thanks of the Department to officers and men of the Army who made it possible.

NAVY DEPARTMENT, *May 31, 1864.*

SIR: The Department acknowledges the receipt of your interesting report of the 16th instant, giving a detailed and graphic account of

the rescue of the Mississippi Squadron from its perilous position above the falls at Alexandria, Red River, and of the aid which you received through the indomitable perseverance and engineering skill of Lieutenant-Colonel Bailey, acting military engineer of the Nineteenth Army Corps.

It is with no ordinary feelings of pleasure that the Department learns of the safe passage of this valuable squadron, threatened as it was with inevitable capture or destruction, and congratulates you and your command that the fleet, which has borne such a conspicuous part in many of the great events of the war, has been spared to the country for future usefulness and renown. You will tender the thanks of the Department to the officers and men of the Army for the cheerful aid given you in this great emergency, without which the squadron would unavoidably have fallen into the hands of the rebels or been destroyed.

While regretting the loss of the steamers *Signal* and *Covington*, and lamenting for the brave men who fell in the engagement with the enemy, the Department takes great pleasure in expressing its admiration of the gallant manner in which those vessels were defended, and has reason to believe that the officers and men did their whole duty nobly and faithfully.

Very respectfully,

GIDEON WELLES.

Secretary of the Navy.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron, Cairo, Ill.

Letter from Rear-Admiral Porter, U. S. Navy, to Major-General Canby, U. S. Army, extending the thanks of the Department for the assistance rendered by the army in the passage of the fleet over the falls.

MOUND CITY, *June 13, 1864.*

GENERAL: I am directed by the honorable Secretary of the Navy to convey the thanks of the Department to the enterprising and gallant officers and men who so nobly aided the gunboats to get down from above the falls at Alexandria when there was every prospect of their remaining there, owing to low water, and a probability of their being destroyed, to prevent their falling into the hands of the rebels.

I have already expressed to the Department in my report (a copy of which I herewith enclose) the high estimate I placed upon the services of Lieutenant-Colonel Bailey and his associates, and I can add nothing that will convey a stronger expression of feeling for the aid we received through the indomitable perseverance and skill of Lieutenant-Colonel Bailey, to whom belongs the entire credit of the enterprise, he having conceived the idea of building the dam.

It is the intention of the officers connected with the late Red River fleet to present to Lieutenant-Colonel Bailey a memento, in commemoration of the safe passage of the vessels. This will be sent to him at a proper time, and I hope he will receive it as a very small testimonial of the high appreciation they have of the service he rendered them and the crews on that occasion.

Congratulating him on his promotion, so well deserved, and hoping that the brave officers and men associated with him will appreciate the kind feelings we shall ever entertain for them,

I remain, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Major-General E. R. S. CANBY,
Commanding Military Division of Western Mississippi.

P. S.—Enclosed is the copy of a letter * from the honorable Secretary of the Navy.

Letter from Major-General Canby, U. S. Army, to Rear-Admiral Porter, U. S. Navy, acknowledging the receipt of letter conveying the thanks of the Department.

HDQS. MILITARY DIVISION OF THE WEST MISSISSIPPI,
New Orleans, La., June 22, 1864.

ADMIRAL: I have the honor to acknowledge the receipt of your communication of the 13th instant, conveying the thanks of the Navy Department to officers and men of the Army for assistance rendered to the fleet at Alexandria, La. Copies of your dispatch to the Navy Department, the letter of the Secretary of the Navy, and your communication to me, I shall at once transmit to General Bailey, and the expression of the thanks of the Department will be communicated to the troops in a general order.

I am, admiral, very respectfully, your obedient servant,

EDWARD R. S. CANBY,
Major-General, Commanding.

Rear-Admiral DAVID D. PORTER,
Commanding U. S. Mississippi Squadron.

Letter from Lieutenant-General Smith, C. S. Army, to Major-General Taylor, C. S. Army, referring to Red and Ouachita rivers as the probable line for the approach of Federal forces.

HEADQUARTERS TRANS-MISSISSIPPI DEPARTMENT,
Shreveport, La., January 4, 1864.

GENERAL: Your letter from Alexandria, of the 28th ultimo, was received to-day. The inclosed order, taken from the Texas papers, is a ruse of General Magruder's, intended to deceive the enemy, or rather to cover the indiscreet publication of an order giving the organization of his command. There has been, I think, no reorganization of General Green's division, nor will I sanction it.

* * * * *

I still think Red and Washita [Ouachita] rivers, especially the former, are the true lines of operation for an invading column, and that we may expect an attempt to be made by the enemy in force before the rivers fall. Captain [Jonathan H.] Carter has three pieces mounted on the *Missouri*, a 9 and 11 inch and a 32-pounder

rifle. He has orders to take advantage of the first rise to fall down the river and report with his boats to you at Alexandria. He is a determined man, and, I think, will fight his vessel desperately. He requires about 60 additional men for the crews of the *Missouri* and *Webb*. You will have to obtain them for him, either by volunteers or details from your command. Had Mouton's division gone to Arkansas, W. H. Parsons' brigade would have gone to you.

* * * * *

I am, general, very respectfully, your obedient servant,
 E. KIRBY SMITH,
Lieutenant-General.

Major-General R. TAYLOR.

Report of Major-General Taylor, C. S. Army, regarding the location of Federal forces under Brigadier-General Emory, U. S. Army, at Franklin, La., and referring to the preparation of the C. S. S. *Missouri*.

HEADQUARTERS DISTRICT OF WEST LOUISIANA,
Alexandria, January 15, 1864.

GENERAL: I have the honor to report that the enemy have arrested their movement at Franklin. Some 4,000 under General Emory hold the fortifications there, encamped on both sides of the Teche. The bulk of the force under Franklin took cars at Berwick Bay. Whether they will reinforce Washburn or operate in this quarter I do not know. At all events, we should be prepared as far as possible, and I trust the remaining 9-inch gun and the carriages for the two 32-Dahlgrens will soon reach me. For the 9-inch and 32-pound rifle now in position at Fort De Russy, there were sent down only 50 rounds of shot and shell; more should be sent at once. The *Missouri*, I suppose, will come down on the first rise. Every facility will be afforded Captain [Jonathan H.] Carter to get in fighting order. If he will report in advance his requirements, I will have everything in readiness for him. I hope for an early reply to my several communications on the subject of burning private cotton as well as Government cotton in the Ouachita, whether the arrangements with Messrs. Menard and Stevenson do not cover all the Government owns in that region.

Respectfully, your obedient servant,
 R. TAYLOR, *Major-General.*

Brigadier-General Boggs,
Chief of Staff.

Report of Major-General Walker, C. S. Army, regarding the movements of the Federal forces from Simmesport and proposing an advance of his forces to meet them.

HEADQUARTERS WALKER'S DIVISION,
Marksville, March 12, 1864—7 p. m.

GENERAL: Captain McNelly has just reached here from Simmesport, and reports that the enemy had six gunboats and two transports at Simmesport, and that they were landing troops when he left, about an hour by sun this evening. He says that the pickets above

number of transports were coming down the Atchafalaya when he left. This is doubtless Sherman's force from Vicksburg, as they certainly did not come up the Mississippi. I shall move down at daylight in the morning with Randal's and Hawes' brigades to support Scurry, who is in position on Yellow Bayou. That position, however, is untenable, as it can be turned in this low stage of water. I am embarrassed to know how to cover Fort De Russy. As against such a force as the enemy evidently has, it would be extremely hazardous to risk an engagement on this island around Marksville, out of which there is no egress except by the bridge over Bayou Du Lac. I shall retain the steamboat *Countess* here to carry off whatever may be necessary to move, and send her off at the last moment that it will be safe for her to remain.

Very respectfully, your obedient servant,

J. G. WALKER,

Major-General, Commanding.

Major-General R. TAYLOR.

Commanding District of West Louisiana.

Order of Lieutenant-General Smith, C. S. Army, to Lieutenant Marshall, C. S. Army, to prepare for the sinking of steamer *New Falls City*, to obstruct the river, if necessary.

HEADQUARTERS TRANS-MISSISSIPPI DEPARTMENT,

Shreveport, La., March 18, 1864.

The lieutenant-general commanding thinks it may be necessary to have the steamer *New Falls City* (now lying near Coushatta Chute) sunk in Red River just at the foot of Scopern's Cut-off. He directs that you proceed without delay with the steamer *Osceola* to the point where the *New Falls City* is lying. You will put a crew on board and take her up to the cut-off, where you will hold her in readiness to be sunk on the approach of the enemy. Inclosed is an order for a crew from any negroes you may meet coming up the river. The chief engineer reports some sent up from Natchitoches. Should you, however, not meet them, the inclosed order will enable you to impress them. An engineer and pilot will be furnished by the *Osceola* to bring the boat up. When it becomes necessary to sink her, any assistance which you may require will be furnished by the officer in command of the steamer *Missouri*, which will be stationed near you. Should the enemy approach, you will give the boats which may be below the cut-off time to pass before obstructing the channel. For details you must be governed by your judgment, though it will probably be well to fill the boat with earth, as rock can not be had, so as to make her more stable. A detail may be sent down from this point to take out her machinery. Captain James McCloskey, assistant quartermaster, now at Natchitoches, has been directed to notify you of the enemy's approach and when his last boat shall come up. You will do well to communicate with him as occasion may offer.

Very respectfully, your obedient servant,

E. CUNNINGHAM,

Lieutenant, and Aid-de-Camp.

Lieutenant W. E. MARSHALL,

Engineer Troops.

Order of Lieutenant-General Smith, C. S. Army, to Major-General Taylor, C. S. Army, for the obstruction of the river with torpedoes.

HEADQUARTERS TRANS-MISSISSIPPI DEPARTMENT,
Shreveport, March 19, 1864.

GENERAL: I have directed an officer of the *Missouri*, with thirty torpedoes and a crew of men selected for the purpose, to proceed down the river and obstruct it with torpedoes at some point below Grand Ecore. I will direct the officer to report to you should he find you below, otherwise to report to Captain McCloskey, who is at Grand Ecore, upon consultation with whom he will fix a point at which the torpedoes are to be placed. If practicable, I would suggest their being used below Cotile; otherwise the vicinity of the falls below Grand Ecore might be selected. As soon as the torpedoes are placed in position the boat and crew will return to Shreveport. Arrangements should be made by pickets and couriers, so that the party on the boat can be notified in time of the passage over the falls of the enemy's gunboats or the advance of a party of the enemy. I send down by the boat a signal corps, under Sergeant Landry, who will assist in notifying the officer in charge of the torpedo boat of the movements of the enemy. When they get through with this duty they are ordered to report to you.

I am, sir, your obedient servant,

E. KIRBY SMITH,
Lieutenant-General, Commanding.

Major-General R. TAYLOR,
Commanding, etc.

Order of Lieutenant-General Smith, C. S. Army, to Colonel Logan, C. S. Army, for movements with a view to restricting the passage of the enemy down the Ouachita River.

HEADQUARTERS TRANS-MISSISSIPPI DEPARTMENT,
Shreveport, La., April 15, 1864.

COLONEL: I am instructed by the general commanding to direct you to proceed with your command at the earliest moment practicable to Columbia, to man the heavy guns at that point, take them to Copenhagen, and dispute the passage of the enemy's gunboats and transports down the Ouachita River. You will march as rapidly as possible. At Minden you will report to Brigadier-General Liddell. He will send to your support a sufficient force of cavalry, of whose line of march he will probably inform you. Inclosed you will find an order on the chief of artillery and ordnance (Major T. G. Rhett) for 20 stand of serviceable muskets or rifles, with accoutrements complete, and 50 rounds of ammunition to each musket.

Very respectfully,

GEORGE WILLIAMSON,
Major and Assistant Adjutant-General.

Colonel G. W. LOGAN,
Commanding Battalion Heavy Artillery.

Report of Major-General Taylor, C. S. Army, proposing to employ fire rafts for injuring the fleet above the falls at Alexandria.

HEADQUARTERS DISTRICT OF WEST LOUISIANA,
Near Monett's Ferry, April 25, 1864.

COLONEL: The enemy's fleet of gunboats and transports, numbering in all about fifty, is crowded in the river above the falls. I shall endeavor to inflict all the damage possible upon the fleet, and shall construct fire rafts and float them down the river. Great damage, however, can probably be done by loading a light-draft steamer with combustible material and firing her a short distance above the fleet. If such a boat can be spared and loaded at once with combustibles at Shreveport, and put in charge of proper persons, whom Captain James McCloskey and Captain Charles Pierce can select and recommend, I hope you will send her to me. With skiffs to take off the officers and crew, the boat can be brought near the enemy, and they can leave their boat when she is set on fire and within proper distance.

Very respectfully,

R. TAYLOR,
Major-General.

Colonel S. S. ANDERSON,
Assistant Adjutant-General.

General Order of Major-General Taylor, C. S. Army, commending the services of Major-General Wharton, C. S. Army, carrying endorsement regarding engagement with Federal gunboats, at Deloach's Bluff and near Cane River, April 26 and 27, 1864.

HEADQUARTERS DISTRICT WESTERN LOUISIANA,
In the Field, April 26, 1864.

GENERAL ORDERS. }
No. — }

The major-general commanding desires to express to the army his appreciation of the distinguished courage and energy displayed by Major-General Wharton while in pursuit of the enemy on the 22d, 23d, and 24th instant.

In daring, in vigor, and in soldiership the operations of these three days will compare favorably with any of the war. Coming to us with crown adorned with the laurels of many a hard-fought field. Major-General Wharton takes place at once in the front rank of Texas leaders.

The major-general commanding is gratified to learn that Brigadier-General! Steele, Colonel Parsons, Captain Barnes, "Barnes' battery," and their officers and men, have deserved the commendations of General Wharton.

By command of Major-General Taylor:

E. SURGET,
Assistant Adjutant-General.

Official:

FERGUS FUSELIER,
Acting Assistant Adjutant-General.

[Endorsement.]

Captain T. A. Faries was promoted major of artillery, April 17, 1864, and was on his way to the front to report to Major-General Polignac as chief of artillery of the Second Infantry Division when the actions of the batteries of his battalion on the 26th and 27th of April with the gunboats of Admiral Porter's fleet on Red River, below Grand Ecore, took place. The *Eastport*, the most formidable ironclad of the Mississippi Squadron, had grounded and was destroyed by the Federals. Three tinclad gunboats and two transports had remained near the *Eastport* to assist in getting her afloat. Our cavalry on both sides of the river forced them to retire, after destroying the *Eastport*. Lower down the river, near the mouth of Cane River and at DeLoach's Bluff, these five vessels were engaged on the dates named by the two Louisiana field batteries of Captains Cornay and Benton, in all 6 guns, and 200 infantry under Colonel Caudle of the Second Division. The flagship *Cricket* was badly cut up and silenced, but escaped. The *Hindman* had her wheel ropes cut away and drifted past, turning round and round, and was well cut up in passing. The *Juliet* was cut to pieces in hull and machinery. She had 15 killed and wounded, but drifted out of our fire and was towed off by one of the other gunboats.

The *Champion*, transport, was captured, with a part of the machinery of the *Eastport* on board. The other transport was captured with 100 dead and 87 badly scalded by steam from her boiler, which was exploded by a shot from one of our guns. These were all negroes taken from plantations on Red River.

Admiral Porter, from the *Cricket*, reports under date of Alexandria, April 28, 1864, that "the enemy returned his fire from 18 guns, every shot and shell going through us, clearing our decks in a moment. I determined to pass, which was done under the heaviest fire I ever witnessed."

The Confederates had 1 man wounded and 1 killed, the gallant Captain F. O. Cornay, of Cornay's Louisiana battery, from St. Mary's Parish, La.

F.

Report of Captain Benton, C. S. Army, regarding engagement at De Loach's Bluff, April 26, 1864.

HEADQUARTERS BENTON'S LOUISIANA BATTERY,
In the Field, April 27, 1864.

SIR: I would respectfully report that on the night of the 25th instant, at 12 o'clock, I received orders from Major-General Polignac to march as speedily as possible with my battery and report to Colonel Brent at Mrs. Griffith's, on the Natchitoches road. Leaving the encampment beyond Cane River at 12:30 a. m. on the 26th, I arrived at Mrs. Griffith's at daylight and reported as ordered. At 8 a. m. we moved to a point near De Loach's Bluff. My rifle section, with a smoothbore 6-pounder section of the Valverde Battery, were moved by hand to the front and placed in position on the bluff, bearing upon a gunboat lying in Red River at about 450 yards distance. A second

so situated as to be completely shielded from our fire. At 10:30 a. m. we opened fire upon the gunboat in the stream. She replied to us constantly for about thirty minutes, when, immediately after, one of our shot having penetrated her, she ceased firing and moved down the river to a position about one mile off, only replying to us with her stern guns. The second gunboat, situated near and under the river bank, kept up a continual fire of grape and canister during the entire engagement. My section fired 48 rounds, with what effect it is impossible for me to say, although our fire was accurate, a very large proportion of the shot striking and many of them penetrating her. After firing 18 rounds my iron rifle gun became unserviceable from the lodgment of a particle of a primer in the vent, and was withdrawn. The rapidity of our fire was considerably interfered with by the failure of the friction primers. I had 1 horse killed and 2 others slightly wounded. A driver's saddle had a portion of the cantle shot away.

The section having been moved to the rear, at 2 p. m., we returned to the bluff with my howitzer section and bronze rifle gun and took a position on the north side of the bluff, and having range up the river. No boats passed during the afternoon or night. The gunboat lying below fired three times at us in the evening. At 10 a. m. of the 27th instant, by order of Major-General Wharton, we left our position and marched to camp.

Very respectfully, your obedient servant,

THOS. O. BENTON,
Captain, Commanding Battery.

Major T. A. FARIES,
Chief of Artillery, Second Infantry Division.

Report of Major-General Taylor, C. S. Army, of operations from April 22 to 27.

HEADQUARTERS DISTRICT OF WEST LOUISIANA,
In the Field, April 27, 1864.

COLONEL: The operations of yesterday were important. At day-break Bagby and Parsons attacked the rear of the enemy on the Rapides road and drove him rapidly down the bayou. Major attacked his flank at James' Store and Bee at McNutt's Hill. The pursuit and fighting continued until night in the direction of Alexandria and close in to that place. Since daylight on the 22d, when we attacked the enemy at Natchitoches, the fighting has never ceased one moment during light, Wharton even anticipating the dawn and continuing after nightfall. We suffer losses every day, but inflict incalculably greater on the enemy. Without food for man or horse, our men seemed animated by a determination to quench the incendiary fires lighted by the vandals in their blood. If pluck and energy can supply the place of numbers we will yet reap the harvest of which the seeds were sown at Mansfield and Pleasant Hill. Yesterday morning Colonels Likens and Harrison attacked four gunboats and two transports at Montgomery. One of the gunboats was a heavy ironclad, casemated boat, and had been unable to pass the bar

below Montgomery. The other boats remained to assist her. About 9 a. m. our sharpshooters opened and killed many of the enemy, his men being exposed in all directions working. After some delay the gunboats opened a heavy fire and commenced moving down. The large ironclad struck on the bar, when the enemy blew her up and continued down the river, our men following for some distance. A small party of General Liddell's command cooperated from the opposite bank. We lost 2 killed and 4 wounded. Meantime Lieutenant-Colonel Caudle, with 200 sharpshooters and Cornay's battery, had been posted at the junction of Cane and Red rivers to intercept the boats on their way down. At about 6 p. m. the leading gunboat and one transport came down. Our fire speedily silenced and crippled the gunboat, and a shot striking the boiler of the transport exploded it. The loss of life on the transport was fearful. Over 100 bodies were brought on shore and about 80 others will die from the effects of the scalding steam. The transport was crowded with the crew of the large ironclad, removed before she was blown up at Montgomery. We saved some valuable stores from the transport, and I ordered her sunk in the channel to prevent the escape of the two gunboats and transport still above. We had but two casualties in this affair, 1 wounded and the gallant Captain Cornay killed. As I am writing I hear the heavy report of the gunboat firing at the same point. I hope to report the capture or destruction of these boats. About the time of the attack at Montgomery, Colonel Brent, with Benton's and a section of Nettles' batteries, assisted by a few sharpshooters, opened on an 8-gun wooden boat at De Loach's Bluff. The gunboat soon got tired and ran in directly under the bluff, so as to prevent our guns reaching her. Three other boats came up at dark to her assistance. As our guns there were too light to effect much, I left the sharpshooters to keep up the fire until Cornay's and Barnes' 12-pounders can be placed there. We lost 2 killed and several wounded. Should the two siege guns from Shreveport ever reach me the business of the gunboats will soon be settled. I omitted to mention that the ironclad destroyed by the enemy at Montgomery blocks the channel. Should the engineers succeed in removing the *Falls City*, I request they come down to Montgomery and open the channel there. General Liddell is opposite to me. On the 24th, at the head of a portion of his command, he dashed into Pineville, opposite Alexandria, killed 8 of the enemy, wounded and captured others, and drove the remainder into and across the river. He then opened on the gunboats at the landing and stampeded the place.

My dispositions for the day are to drive the enemy behind his works around Alexandria, occupy both the Rapides and Boeuf valleys with my cavalry, and keep up a constant fight with the gunboats, following them with sharpshooters and killing every man who exposes himself on them. I do not wish to exhaust the ammunition of my field guns on the gunboats. Polignac's division of infantry (2,000 bayonets) will be at McNutt's Hill. A brigade of cavalry has been pushed to David's Ferry, near Marksville, with a battery, to block the enemy's communications. A squadron has pushed on to Simmesport to prevent the escape of negroes and other

very much needed by me. The cavalry sent to the Teche has cleared the country west of Berwick Bay. Vincent has been ordered to send small parties to burn the bridges on the railroad east of the bay and move his main body at once to Marksville and Simmesport. I trust the above will meet the approval of department headquarters. When my limited means are considered, I hope it will be admitted that no time has been lost since I resumed the command in front, on the morning of the 22d instant. I beg to acknowledge the receipt of General Orders, No. 18, congratulating the army under my command on the late success at Mansfield and Pleasant Hill. This is the only instance within my recollection in which the officer commanding an army was entirely ignored in an order of this kind. I note this because it is singular in itself and in keeping with the treatment I have lately experienced from the general commanding this department. Whatever place my name is destined to occupy in the golden book of the Republic I expect to engrave it there with the point of my sword. I regret to report that my health is not good. A low fever has much prostrated me, but I have been able to keep the saddle. The general commanding the department may rest assured that I will persevere to the end. No injustice, no unkindness, even from a quarter whence I had some reason to expect the reverse, will turn me from the great work before me. The cause for which I have sacrificed fortune is paramount, and shall have my life if need be.

Your obedient servant,

R. TAYLOR,
Major-General.

Colonel S. S. ANDERSON,
Assistant Adjutant-General.

Report of Major-General Taylor, C. S. Army, of the capture of U. S. transport Champion No. 5 and the destruction of U. S. S. Eastport.

HEADQUARTERS DISTRICT OF WEST LOUISIANA,
In the Field, Monett's Ferry, April 27, 1864.

COLONEL: Referring to my communication of this morning, I have now the honor to report the capture of another large transport at the junction of Cane and Red Rivers and the clearance of gunboats in the Red River as far down as Cotile. We suffered no loss in the engagement to-day.

Very respectfully, your obedient servant,

R. TAYLOR,
Major-General, Commanding.

Colonel S. S. ANDERSON,
Assistant Adjutant-General, Shreveport.

The ironclad blown up by the enemy yesterday is ascertained to have been the *Eastport*. She had a small transport lashed to her, which was destroyed with her. Two very fine pumps had been removed from her to the captured transports, and will prove useful in some of the departments at Shreveport. I shall leave a small guard to protect them until you order them up.

Respectfully,

R. TAYLOR,
Major-General, Commanding.

Report of Major-General Taylor, C. S. Army, regarding the conversion of a captured transport into a fire raft.

HEADQUARTERS DISTRICT OF WEST LOUISIANA,
In the Field, April 29, 1864.

On yesterday the fighting commenced at dawn and continued until night. The enemy steadily driven all day; some prisoners taken. His rear $3\frac{1}{2}$ miles from Alexandria on the Rapides Road. I am trying to convert one of the captured transports into a fire ship to burn the fleet now crowded above the upper falls. Enemy working hard moving stores below the falls. River below difficult to navigate.

Your obedient servant,

R. TAYLOR,
Major-General, Commanding.

Colonel S. S. ANDERSON,
Assistant Adjutant-General.

Report of Major-General Taylor, C. S. Army, regarding operations near Alexandria, including capture and sinking of a Federal transport.

HEADQUARTERS DISTRICT OF WEST LOUISIANA,
In the Field, May 5, 1864.

COLONEL: I have the honor to report brisk fighting yesterday on the Bayou Robert road, from 6 to 12 miles distant from Alexandria, in which the enemy showed considerable force. He has still nine gunboats above the falls, and has sunk several boats below to act as a dam to deepen the water in the channel. On the evening of the 3d, General Major captured, near David's Ferry, a transport having on board the One hundred and twentieth Ohio Regiment, coming up. Two hundred and seventy-odd prisoners were taken, among them all the regimental field officers, and many were killed and wounded. The boat was sunk across the channel of the river, and now effectually blocks it. In this fight a gunboat and another transport were damaged and driven off.

Very respectfully, your obedient servant,

R. TAYLOR,
Major-General, Commanding.

Colonel S. S. ANDERSON,
Assistant Adjutant-General.

Order of Major-General Polignac, C. S. Army, to Major Faries, C. S. Army, regarding the removal of guns captured from the enemy.

HEADQUARTERS, SECOND INFANTRY DIVISION,
In the Field, Leconte, La., May 7, 1864.

MAJOR: The major-general commanding directs that you use every means possible in your power to obtain a pair of timber wheels and oxen to remove from the bank of the river in the direction of Paul's, where they can be turned over to Colonel Brent, the two Parrott

gunboats shall be saved to us, as well as lost to them. Indeed, the general would express his earnest wish that you should use every exertion to take away and turn over to Colonel Brent any number or all of the captured guns.

I am, major, very respectfully, your obedient servant,
 J. C. MONCURE,
Assistant Adjutant-General.

Major T. A. FARIES,
Chief of Artillery, etc.

Order of Major-General Polignac, C. S. Army, to Major Faries, C. S. Army, commending his energy in the removal of captured guns.

HEADQUARTERS, *Lecompte, May 8, 1864.*

MAJOR: The major-general commanding directs me to express his unqualified satisfaction with the energy displayed by you in removing the guns from the captured gunboats.

The general desires you also, if it can be done by any means, to have the ammunition referred to in your communication of the 7th instant removed.

I am, major, very respectfully, your obedient servant,
 J. C. MONCURE,
Assistant Adjutant-General.

Major T. A. FARIES,
Chief of Artillery, etc.

Report of Major-General Taylor, C. S. Army, referring to the capture of U. S. gunboats *Signal* and *Covington*.

HEADQUARTERS DISTRICT WEST LOUISIANA,
In the Field, near Alexandria, May 8, 1864.

COLONEL: On yesterday and the day before brisk skirmishing continued during the day on the Rapides road and some severe fighting on the Robert and Boeuf. * * * Our line occupied the scene of fighting and slept last night on their arms. Polignac commanded on the field. Prisoners captured were of the Seventeenth Corps, some of the Vicksburg troops. The gunboats captured below were the *Signal* and *Covington*, each mounting eight guns. We have recovered the guns of one boat and will eventually recover the others. In this connection I have been informed the guns of the *Eastport* are in the river near Montgomery. Perhaps they may be valuable.

* * * * *

I renew my appeal for artillery horses and ammunition. For sixty successive days fighting has been continuous. Under these circumstances men and material must be consumed.

Your obedient servant,

R. TAYLOR, *Major-General.*

Colonel S. S. ANDERSON,
Asst. Adj. Gen., Trans-Mississippi Department.

Report of Major-General Taylor, C. S. Army, regarding engagement below Alexandria and attacks of sharpshooters upon Federal ironclads.

HEADQUARTERS DISTRICT OF WEST LOUISIANA,
In the Field, near Cheneyville, May 12, 1864.

COLONEL: Yesterday the enemy moved a heavy column of troops down the west bank of the river and reached a point 14 miles below Alexandria, where they were attacked by Hardeman's brigade, of Major's division, and driven back 7 miles. No change on the Bayous Robert and Rapides, where some slight skirmishing has taken place. Two ironclads are lying near Fort De Russy. Since yesterday morning our sharpshooters have been shooting every man that exposes himself on board, the gunboats replying with heavy shelling without danger to us. The Mississippi is rising very rapidly and will soon overflow the country east of the Atchafalaya through the Morganza crevasse.

Your obedient servant,

R. TAYLOR, *Major-General.*

Colonel S. S. ANDERSON,
Asst. Adjt. Gen., Trans-Mississippi Department.

Report of Major-General Taylor, C. S. Army, regarding withdrawal of Federal forces from Alexandria and burning of that place by them.

HEADQUARTERS DISTRICT WEST LOUISIANA,
In the Field, May 14, 1864.

COLONEL: The enemy left Alexandria after midday to-day, burning the place. Two houses only reported left between the ice house and railroad. Heavy fighting all day with gunboats and troops. Steele's division in their rear; Polignac, Major, and Bagby in front and on flank; Harrison, reinforced by Likens' regiment, on north side of Red River. We have experienced some loss, but will continue to fight them to the bank of the Mississippi and beyond, if possible.

Your obedient servant,

R. TAYLOR, *Major-General.*

Colonel S. S. ANDERSON,
Asst. Adjt. Gen., Trans-Mississippi Department.

Report of Major-General Taylor, C. S. Army, regarding the closing of the Red River campaign at Simmesport.

HEADQUARTERS DISTRICT OF WEST LOUISIANA,
In the Field, May 18, 1864.

COLONEL: Yesterday was a hard day for the enemy * * *. The campaign will probably close to-day at Simmesport, its point of departure, after nearly seventy days of uninterrupted fighting. Nothing but the withdrawal of Walker's division from me has prevented the capture of Banks' army and the destruction of Porter's fleet. I feel bitterly about this, because my army has been robbed of

and complete success of the war. No gunboats remain in the Red River. The ironclads which escaped from Alexandria were dismantled and stripped of their armor. Much iron can be saved for the department. Many heavy guns were destroyed also, and numbers of wagons burned. Stone, coal, cotton, and other valuable property abandoned. If the Atchafalaya Swamp is passable, I will cross that stream, establish myself on the Grosse Tete and Maringouin, where forage abounds for the cavalry, and blockade the Mississippi with my batteries. As soon as the water falls I will move down and occupy and hold the La Fourche Valley, where the army can be subsisted.

Your obedient servant,

R. TAYLOR,
Major-General.

Colonel S. S. ANDERSON,
Assistant Adjutant-General.

Extracts from report of Colonel Baylor, C. S. Army, regarding the successful attack upon the U. S. steamers Covington and Signal and transport John Warner.

HEADQUARTERS MAJOR'S BRIGADE,
In the Field, Louisiana, April [May] 18, 1864.

CAPTAIN: * * *. On May 5 the enemy were reported coming down with two gunboats and a transport. Colonel Hardeman being absent sick, the brigadier-general commanding left me in command of the forces on the river. The enemy passed the upper section after being roughly handled by the artillery and small arms. The transport came ahead and received the first shot from Lieutenant Lyne's section, which disabled her. The gunboats then opened fire, and being armed with two 30-pounder Parrott guns, two 12-pounder rifled Dahlgrens, and four 24-pounder howitzers on one (the *Signal*, No. 8), and the armament of the other being nearly the same, some idea may be gathered of the hot fire our one Parrott gun had to undergo and of the accuracy of her gunner, Sergeant ———, who brought them both to a standstill. Getting behind a bend, they began a furious cannonade on our guns. I ordered Colonel George T. Madison, who was on the extreme left, to move up opposite the gunboats and open fire with his Enfields. The order was promptly and gallantly obeyed, thus drawing a portion of the fire. I sent an order to Lieutenant-Colonel Hampton that if his left was secure and no other gunboats in sight, to send down Lieutenant Yoist with the Parrott gun and we would capture the boats. I soon had the pleasure of hearing the gun open above us on the enemy, who had taken shelter from the gun below. Lieutenant W. H. Lyne asked permission to move his piece up and open on the transport that was sheltered by a bend on the left bank of the river. She surrendered after a few shots.

The enemy, finding that they were assailed from above and below, anchored the *Signal*, No. 8, so as to present her broadside to the section below, and the *Covington* moved up and engaged Lieutenant Yoist, who was keeping up a steady, unerring fire. A courier from the pickets below brought word of the approach of another gunboat, and the booming of her guns announced her near approach. It was

now evident that we must work fast. I ordered Major Saufley, commanding Lane's regiment, to move up opposite the gunboats and close their portholes if possible. A portion of Chisum's regiment arrived about this time, under Lieutenants Brookshier and Gilbert, having run on foot from the upper section and joined in the attack. Company C, Lieutenant Fry, and Company H, Captain Calhoun, Baylor's regiment, were ordered up at the same time. I had the pleasure of seeing the smoke issuing from the *Covington*, and she was soon wrapped in flames, her crew escaping to the opposite side of the river under a hot fire from our Enfields. The *Signal*, No. 8, still continued the contest, no doubt relying on assistance from the boat below. Lieutenant Lyne soon sent the advancing boat down the river badly crippled. The *Signal* still continued the fight. The fire having reached the guns and shells of the *Covington*, they kept up a continuous roar. This deceived the enemy below, who again came up to the attack and was a second time driven back. All of our forces now attacked the *Signal*. The men moved up to the bank of the river and closed her portholes, when she surrendered. None of the crew of the *Covington* was captured and only a portion of the crews of the *Signal* and transport *John Warner*. We have saved the armament of the *Signal*, a quantity of ammunition, and some of her stores.

* * * * *

On the 5th a kind Providence protected us and not a man was wounded.

* * * * *

I have the honor to be, captain, your very obedient servant,
 GEO. WYTHE BAYLOR,
Colonel, Commanding Lane's Brigade.

Captain OGDEN,
Assistant Adjutant-General.

GENERAL ORDER } ARMY OF WESTERN LOUISIANA,
 No. — } *In the Field, May 24, 1864.*

To the officers and soldiers of Wharton's (formerly Green's) Cavalry Corps:

For forty-six days you have engaged the enemy, always superior to you in numbers. When the beaten foe, with four army corps of infantry and upward of 5,000 cavalry, began his retreat, you were found in battle in his front, and hung upon his flanks and rear only to destroy. In his retreat from Grand Ecore to the Atchafalaya you killed, wounded, and captured upward of 4,000, destroying five transports and three gunboats, all of which was accomplished with a loss to you of but 400 men, two-thirds of whom will report for duty again within forty days. The history of no other campaign will present the spectacle of a cavalry force capturing and killing more of the enemy than their own numbers. This you have done, and in so doing, have immortalized yourselves and added new luster to Texas, the gallantry of whose sons has been illustrated on every battlefield from Gettysburg to Glorietta.

* * * * *

JNO. A. WHARTON,
Major-General.

Report of Colonel Brent, C. S. Army, regarding engagement with Federal fleet near junction of Cane and Red Rivers, April 26-27, 1864.
 HEADQUARTERS OF ARTILLERY, DIST. WEST LOUISIANA,
In the Field, May 20, 1864.

MAJOR:

* * * * *

On the evening of the 26th of April, Captain Cornay, with his battery, consisting of two 12-pounder brass guns and two howitzers, engaged on Red River, above the lower mouth of Cane River, three Federal gunboats and two transports, which attempted to pass him.

The transport *Champion No. 3* was struck in the boiler by a solid shot and was enveloped in hot steam and water. This transport was loaded with near 200 negroes, consisting of men, women, and children taken from the plantations above, and most recklessly and cruelly attempted, under the convoy of gunboats and under actual fire, to be run through the lines of our army.

The 12-pound gun solid shot which struck the boiler of the transport was probably the most fatal single shot fired during the war, producing the death of 187 human beings, over one-half instantaneously, and the remainder within twenty-four hours. All on board except three perished by the most frightful of deaths, and the steamer fell into our hands.

The three gunboats and the transport still above persisted in their attempt to run the gantlet of the battery. One of these, reported by the prisoners to be the *Cricket*, flagship of the Mississippi Squadron, with Rear-Admiral Porter, commanding squadron, on board, succeeded in running by the four light field guns composing Cornay's battery, though searched with fatal effect by their rapid and precise fire, which drove the more numerous guns and heavier caliber of metal of the flagship into the total abandonment of her consorts and convoy, which latter, unable and unwilling to submit any longer to the close and accurate fire of this gallant but unsheltered and uncovered battery, turned their bows upstream and retired from the fight. In this engagement fell the gallant gentleman and brave soldier, Captain F. O. Cornay, while courageously and efficiently directing the fire of his battery against these gunboats.

On the next morning, the 27th, the remaining gunboats undertook to pass the battery, convoying the transport *Champion No. 5*. After a short engagement the gunboats, receiving serious damage from this heroic battery, ingloriously fled and left the transport exposed to so fatal a fire that she soon sunk and became our prize. In these two engagements the battery fired 243 rounds of ammunition. Colonel Caudle, of Polignac's division, with his sharpshooters, rendered gallant and effective support to the battery, and his men are entitled to special commendation for courage and accurate firing. The conduct of the officers and men of this efficient four-gun battery in these two engagements, in which, without protection of any kind, exposed at short range to the fire of the heavy guns of the gunboats, it engaged thirty times more than its weight of metal, drove to flight three gunboats fighting under the eye of Rear-Admiral Porter, and captured from them two valuable transports, entitles it to the special notice of the major-general commanding.*

* Since this report was written Admiral Porter's report has been published, from which it seems the three gunboats were the *Cricket*, the *Hindman*, and

On the morning of the 26th of April two gunboats of the enemy, one an iron-plated monitor, supposed to be the *Osage*, and the other of the class called tin-clad, mounting eight guns and protected by about an inch of iron, were discovered lying near De Loach's Bluff, in Red River.

Benton's rifle section, Captain Benton commanding, and Nettle's smoothbore section, Lieutenant Smith commanding (Captain Nettles present), supported by Major Williams with a battalion of sharpshooters, were placed in position and opened fire on the tin-clad, who, after severe punishment, rapidly fled after an engagement of thirty minutes.

The iron-plated monitor poured a heavy enflading fire on the artillery and its support, but no attention was paid to it, in obedience to general artillery orders not to reply to the fire of the iron-plated monitors, and our whole fire was directed on the eight-gun gunboat. * * *

I have the honor to be, major, yours, respectfully,

JOSEPH L. BRENT,
Colonel and Chief of Artillery, &c.

Major E. SURGET,
Assistant Adjutant-General.

Report of Acting Master Watson, U. S. Navy, requesting instructions in case of depredations committed by negroes.

U. S. S. JULIET,
Off Ellis Cliffs, March 15, 1864.

SIR: It frequently happens that complaints are made to me by planters and overseers of the negroes committing depredations upon them, such as killing their beeves and hogs. I would beg leave to ask what I am authorized to do in such cases. Heretofore, when complaints have been made, I have taken on board the offenders and punished them by confinement in irons according to offense committed, and when released returned them to the place taken from.

Very respectfully, your obedient servant,

J. S. WATSON,
Acting Master.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

[Endorsement.]

You must protect the plantations from depredations committed by anyone, and when the negroes commit these atrocities you must punish them.

the *Juliet*. The admiral states that he encountered eighteen guns, which is very complimentary to the services of Captain Cornay's four guns.

He also says that the *Cricket* was struck thirty-eight times with shells and solid shot, and that she and the *Juliet* and *Hindman* lost 47 killed and wounded.

J. L. B.

Report of Acting Volunteer Lieutenant Laning, U. S. Navy, regarding the raising of the U. S. S. Indianola.

U. S. S. RATTLER,
Off Hurricane, March 15, 1864.

SIR: I have the honor to inform you that the river has risen at this point about 8 feet within five days past, and is still rising about 18 inches in twenty-four hours. I find by measurement that it will require a further rise of about 13 feet to float the *Indianola*. By St. Louis papers of March 9, I learn that there had been a general rise of nearly all the upper rivers, which seems to indicate a sufficient rise here to float her. Appearances at this point, however, indicate the contrary, as it has been very dry and so continued, and the weather is quite cold. Should the rise prove sufficient, I think, with the assistance of the tug *Hyacinth*, I can float her off and bring her safely to anchor. I will report further by U. S. S. *New National*.

Very respectfully, your obedient servant,

JAS. LANING,
Acting Volunteer Lieutenant, Commanding.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Extracts from general report of Fleet Captain Pennock, U. S. Navy.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., March 15, 1864.

MY DEAR ADMIRAL: I enclose you a private note received from Brown, in which he refers to some promise of yours in regard to his nephew. I shall write to him that I have referred the matter to you. Have you any instructions to give regarding Brown's suggestion about iron on the forward casemate of the *Vindicator*?

Do you wish me to put the *Vindicator* on the ways, and put the copper on her?

Your order to retain the copper brought down on the *Avenger* came just one day after she sailed, and I had written to you upon the subject.

I received a letter from Captain Hurd, commanding the *Exchange*, stating that the burning of the carpenter's shops at Skipwith's Landing was purely the result of accident. Since then I have received a letter from one of the carpenters and have heard various rumors, which lead me to believe it was caused by gross carelessness. I have ordered a court of enquiry, consisting of Lieutenant-Commander Shirk and two other officers, to examine into the matter, and will forward their report to you as soon as it is received.

I am pushing ahead with new shops and quarters for the carpenters at Skipwith's, and will send down material to replace that destroyed.

The *New National* goes to-day, loaded to her utmost capacity, with provisions, stores, etc. Many articles required will have to be left behind. Large requisitions have been received here from Memphis

for supplies of 1,000 men for two months, and also a large amount of lumber, hardware, etc., for the repairs of vessels, all of which, I am informed were sent by your order. The *Benefit* will be loaded with these articles and sent to Memphis with the least possible delay, with orders to return here immediately. She will then take on board everything required by the fleet which has been left behind by the *New National*, and I will send her to you. I have ordered that all requisitions sent from the fleet be filled at once, and if the *Benefit* has not capacity for all the articles, I will put what she can not carry in a barge.

Boggs writes from St. Louis that he is about shipping to this place two barges of ice, one containing 375 tons and the other 408 tons.

The former is for the *Red Rover*, and the larger one I will send to you the best way I can. The cattle, he says, will be sent to you by the steamer *Constitution*.

Four bales of hay and all the oats you ordered are on board the *New National*; the rest of the hay will go on the *Benefit*.

The pumps for the *Little Rebel* are on board the *New National*. Mr. Faulkner informs me that the first that were cast were defective, and he was obliged to reject them. I understand that the *Winnebago* will be down here about the 1st April.

There are now on board the receiving ship but 32 men. They will form a part of the crew of the *Hastings*, or the first vessel ready.

Two more cases of smallpox have occurred on the *General Lyon*, and one on the *New National*. I regret very much the death of Mr. Bacon, the pilot, of that disease, as he was a very good and trustworthy man. I have reported his death to you officially.

The *Curlew* having been ordered down the river, and the services of the *Robb* being indispensably necessary up the Tennessee, I am in a quandary about Dunn's money. It has not yet arrived at St. Louis, and I hope by the time it does something will turn up.

By the frequent applications for convoy up the Tennessee, Government must be sending up a large quantity of stores, for what purpose I don't know. The army people still seem to think that boats can cross Mussel Shoals, which is not so; the water in the Tennessee is falling. Boggs tells me that he has made all the arrangements for the quantity of coal you desire.

Gilman says that all requisitions he has made for the payment for the rams have passed, and his mind is very much relieved. He seems anxious to carry out your views to the fullest extent.

The *Arizona* is on the ways, the first sea-going steamer, I believe, ever hauled up on Western ways.

The *Brown* leaves to-day with three barges of coal, to supply all the gunboats that need it.

The *Champion* is ordered to drop her tow, as directed by you, two at Memphis, two at White River, and one at Skipwith's Landing. She left on the 13th.

Sincerely, your friend,

A. M. PENNOCK.

Report of Acting Volunteer Lieutenant Langthorne, U. S. Navy, regarding cotton.

U. S. S. MOUND CITY,
Off Alexandria, La., March 16, 1864.

SIR: I have the honor to report that I took on board 51 bales of cotton from the place of Cornelius Voorhees yesterday evening and 152 bales of cotton from George Wilson's place this morning.

I put 43 bales of the last lot in a flat to tow, but the flat running under, the *Price* picked them up.

I also took prisoner Major Lewis, assistant engineer of the Trans-Mississippi Department.

Very respectfully, your obedient servant,

A. R. LANGTHORNE,
Acting Volunteer Lieutenant, Commanding.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Report of Rear-Admiral Porter, U. S. Navy, transmitting prize lists of certain vessels of his command.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Alexandria, La., March 17, 1864.

SIR: I have the honor to enclose herewith prize lists of the following vessels:

U. S. S. *Leawington*, for the capture of 62 bales of C. S. A. cotton in Black River, La., March 4, 1864.

U. S. S. *Choctaw*, for the capture of 62 bales of C. S. A. cotton in Black River, La., March 4, 1864.

U. S. S. *Pittsburg*, for the capture of 17 bales of C. S. A. cotton, May 10, 1863.

U. S. S. *Pittsburg*, for the capture of 5 bales of C. S. A. cotton, April 26, 1863.

U. S. S. *Argosy*, for the capture of 2 boxes of merchandise at Foley's Landing, December 19, 1863.

U. S. S. *Argosy*, for the capture of the steamer *Ben Franklin*, December 14, 1863.

U. S. S. *Exchange*, for the capture of 632 bales C. S. A. cotton in the Yazoo River, February, 1864.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Volunteer Lieutenant Wright, U. S. Navy, commanding U. S. S. Avenger, regarding accident to that vessel coming from Cairo, Ill.

U. S. S. AVENGER,
Mouth Red River, March 17, 1864.

SIR: I have the honor to acknowledge the receipt of your orders transferred to me by the commanding officer of the *Cricket*, and will

leave for Cairo as soon as my vessel is coaled, sometime to-day. Had considerable trouble with my machinery coming down. When 6 miles below Cairo struck a steamer broadside on, thereby splitting the gallows frame to my starboard wheel and mashing in the bulk-head forward of the wheel, compelling me to remain at Memphis nearly a day for repairs. The fault was that of the pilot on the steamer by not taking the proper side. The *Avenger* makes very good time, but can not make steam sufficiently fast, owing to the want of good firemen. The mails forwarded by Captain Pennock have been transferred to the *Cricket*.

Very respectfully, your obedient servant,

CHARLES A. WRIGHT,

Acting Volunteer Lieutenant, Commanding.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Report of Acting Volunteer Lieutenant Dominy, U. S. Navy, commanding U. S. S. General Bragg at the mouth of Red River.

U. S. S. GENERAL BRAGG,

Off Mouth of Red River, March 17, 1864.

SIR: The steamer *Avenger* arrived last evening from Cairo and returned this morning, in accordance with your orders to convey dispatches.

Last evening at 12 a steamer came out of Red River showing no signal or distinguishing light and proceeded immediately down the Mississippi. Suspecting she was not what she should be, I got underway and followed her to Tunica Island, where I succeeded in bringing her to, after firing two shots across her bow, and discovered her to be the *Fort Hindman*, going under orders to Baton Rouge. I immediately returned to my station at this place.

The *Little Rebel* is patrolling the river between here and Fort Adams.

The Mississippi is rising at the rate of 15 inches in twenty-four hours.

Very respectfully, your obedient servant,

C. DOMINY,

Acting Volunteer Lieutenant, Commanding.

Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron.

P. S.—Two of Admiral Farragut's boats have gone down; one of them left a mortar here.

Report of Acting Volunteer Lieutenant Dominy, U. S. Navy, commanding U. S. S. General Bragg, on guard duty at mouth of Red River.

U. S. S. GENERAL BRAGG,

Off Mouth Red River, March 18, 1864.

SIR: A Mr. Stuart has applied to me for permission to go up Red River for the purpose of enlisting colored men for the Army, he

having the proper authority from Adjutant-General Thomas. I have allowed him to take passage on the U. S. S. *Fort Hindman* and ordered him to report to you.

I have on board 5 Confederate soldiers who have deserted General Walker's command. I send them to the provost-marshal of Natchez.

The river is still rising fast, and everything is quiet as far as I can learn. There is a brigade of colored troops from Port Hudson ordered up Red River. The coal barges are in good order.

I gave permission to one of Admiral Farragut's boats that came down to take on 150 bushels of coal, as the captain informed me that he had not enough to take him to New Orleans.

I send you some late papers by the *Fort Hindman*.

Very respectfully, your obedient servant,

C. DOMINY,

Acting Volunteer Lieutenant, Commanding.

Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron.

Report of Acting Master McElroy, U. S. Navy, commanding U. S. S. Petrel, regarding reconnoissance in the Sunflower River, and proposing to seize cotton as prize to the Navy.

U. S. S. PETREL,

Snyder's Bluff, March 18, 1864.

SIR: I have the honor to report to you that I have just returned from a reconnoissance up the Sunflower as far as Lake George and Silver Creek with this vessel and the *Prairie Bird*. There are about 150 rebel cavalry in that neighborhood. It was reported to me that William Jenes and other parties had been getting C. S. A. cotton out of the old fort on Rolling Fork and selling it as their own private property. It was also reported that he has from 150 to 200 bales of this cotton ready for shipping on his plantation on the Little Sunflower. There is not water enough at present, and I could [not] go there to investigate the truth of the matter. The river is rising very fast at this point. With your permission I will go up and bring the cotton out as prize to the Navy.

If this meets with your approval, please let me know by return of dispatch boat *New National*, and I will go at once for the cotton.

We use very little coal, as I keep the crew employed chopping wood.

I have the honor to be, sir, very respectfully, your obedient servant,

THOS. MCELROY,

Acting Master, Commanding.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

[Endorsement.]

You will secure all C. S. A. cotton as prize to the Navy, no matter where found, and all other cotton owned by rebels, but do not move about until the water is higher, and then carefully.

Report of Lieutenant-Commander Fitch, U. S. Navy, regarding vessels building at Bridgeport, Tennessee River.

U. S. S. MOOSE,
Cumberland River, March 18, 1864.

SIR: I have the honor to report that the boats building at Bridgeport are progressing as fast as could be expected under the circumstances. Work was delayed a little for want of spikes a few days ago, but has again been resumed. One of the boats has been launched, another is nearly ready, and they are now getting out the timbers for the third.

I am picking up a few men now and then to man them, and think I can have full crews for them as they are ready. The one launched is a beautiful model, and I think will compare favorably with any side-wheel boat.

I should like Mr. Kendall to go over there for a day or two when he can spare the time; it need not take him over two days. When they are ready to put up the casemates, I should like him to go over to give some directions about the minutiae of fitting chocks, etc.

While there is a gunboat squadron of the generals in the West, why not put an admiral in with them? I think it no more than right that we should have an "Admiral Porter," too.

I have not yet been able to see General Grant, as he has been moving, but expect to be able to see him this coming week in Louisville, as soon as he returns from Washington.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Letter from the Secretary of the Navy to the President of the United States, regarding the case of the steamer Volunteer.

NAVY DEPARTMENT, March 19, 1864.

SIR: I have the honor to acknowledge the receipt of the letter of Mr. Joshua Hanna, of Pittsburg, dated the 12th instant, addressed to the Secretary of War, and accompanying communication, dated the 16th instant, addressed to you, in relation to the case of the steamer *Volunteer*,* seized in November last by the Mississippi Squadron, which were referred by you to this Department for information on the subject.

I would respectfully state that this Department has not been furnished by Rear-Admiral Porter with a full report of the seizure of the steamer *Volunteer*. On the 20th ultimo he forwarded to me an appraisement of the vessel, stating that she had been captured some time since for illicit trading, robbing plantations, etc., and that owing to the scarcity of transports he had obtained permission from the judge of the district to use her for Government service. The

* See Series I, vol. 25, pp. 597-601.

Volunteer was appraised at \$25,000, and a requisition for that sum was drawn by this Department for the payment of the same.

You will thus perceive that the case is in the hands of the district court at Springfield, Ill., and therefore no longer under the control of this Department.

I herewith return the papers which were referred to me and am,

With great respect, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

The PRESIDENT OF THE UNITED STATES.

General order of Rear-Admiral Porter, U. S. Navy, urging vigilance against destructive inventions of the enemy.

U. S. MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Alexandria, La., March 20, 1864.

GENERAL ORDER, }
No. 184.

The enemy have adopted new inventions to destroy human life and vessels in the shape of torpedoes, and an article resembling coal, which is to be placed in our coal piles for the purpose of blowing the vessels up, or injuring them. Officers will have to be careful in overlooking coal barges. Guards will be placed over them at all times, and anyone found attempting to place any of these things amongst the coal will be shot on the spot.

The same policy will be adopted toward those persons who are caught planting torpedoes, or floating them down, or with any of these inventions in their possession.

Extra vigilance will be required in preventing the passing of boats across the different rivers. Anything in the shape of a boat or scow must be destroyed, no matter to whom it may belong. No pass will be given to anyone to cross or recross a river. No letter of any kind will be permitted to pass, and no boats will after this take from the banks anyone (except contrabands) who have not passes from me. No one will be allowed to go on board any gunboat unless the commander knows them personally and can vouch for them. Their names must be mentioned in the log and the facts reported to me.

The transports are not to take on board refugees or prisoners of war or deserters, and only such persons as are authorized at Cairo or by me.

All persons captured are to be thoroughly searched, also all trunks and clothing. All letters to be sent to me. When wheeled vehicles are captured, the lining and seats are to be cut and examined, horses, harness, and in fact everything where there is the least chance of stowing correspondence. No person is to be released who is caught carrying mails, but sent to Cairo as a prisoner of war. The same with all ferrymen, whose property will be confiscated on the spot.

The names of persons who are engaged in the torpedo business are: R. W. Dunn, E. C. Singer, J. D. Breaman, J. R. Fretwell, C. E. Frary, F. M. Tacker, L. C. Hirschbarger, and the sooner they are got rid of the better.

DAVID D. PORTER,
Rear-Admiral, Commanding Mississippi Squadron.

Report of Rear-Admiral Porter, U. S. Navy, acknowledging order for the restoration to owners of steamer Clara Dolsen.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Alexandria, La., March 20, 1864.

SIR: I have the honor to acknowledge the receipt of your order in relation to turning over the *Clara Dolsen* to the owners, and have directed that she be restored. I can do without her and do not consider it necessary to hire her. The owners would charge more than the cost of a new vessel. A steamer like the *Clara Dolsen* would charter now for \$100,000 a year.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Volunteer Lieutenant Dominy, U. S. Navy, commanding U. S. S. General Bragg, on guard duty at mouth of Red River.

U. S. S. GENERAL BRAGG,
Mouth of Red River, March 20, 1864.

SIR: As there is no boat here to tow coal barges, Captain Richardson, of the U. S. S. *General Price*, said that he would take two barges up.

I have not been able to send your dispatches up the river as yet. No boat has passed up since the *General Price* came down. I shall send them up by the first boat.

The steamer *Sultana* arrived yesterday and left some stores for you, which I forward to you by the *New National*. I gave permission to J. Lewis, sutler of the Marine Brigade, also Lieutenant [Benj. F.] Housel with four enlisted men. Lieutenant Housel has orders from General McPherson to go up Red River for the purpose of recruiting colored troops for the Army. I ordered them to report to you in person.

I shall have the barge loaded with cotton anchored out in the stream as I do not consider it safe lying at the bank.

I shall have barges ready at all times to receive cotton.

As soon as a towboat arrives I shall send up some coal barges as you desire. The *General Price* leaves to-day.

Very respectfully, your obedient servant,

C. DOMINY,
Acting Volunteer Lieutenant, Commanding.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Rear-Admiral Porter, U. S. Navy, transmitting captured letters referring to the institution of torpedo service.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Alexandria, La., March 20, 1864.

SIR: I have the honor to enclose you some rebel correspondence which was captured by the gunboat *Signal* a day or two since, while

the rebel mail carrier was crossing the river. It gives a complete history of the rebel torpedoes, the machine that blew up the *Housatonic*, and the manner in which it was done. They have just appointed a torpedo corps (I send one of the commissions) for the purpose of blowing up property of all kinds. Amongst other devilish inventions is a torpedo resembling a lump of coal, to be placed in coal piles and amongst the coal put on board vessels. The names of the parties are all mentioned in the correspondence, and I send a photograph of one of them, which, if multiplied and put in the hands of detectives, may be of service.

I have given orders to commanders of vessels not to be very particular about the treatment of any of these desperadoes if caught—only summary punishment will be effective. I trust that we will be prepared to avoid any of their machines.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

RICHMOND, VA., *January 19, 1864.*

MY DEAR COLONEL: I hope you have received all my letters. I wrote two to Mobile, one to Columbus, and two to Brandon, [Miss.]. I now send this by a party who is going to Shreveport and promised to learn your whereabouts, so as to forward it to you.

I have met with much delay and annoyance since you left. The castings have all been completed some time, and the coal is so perfect that the most critical eye could not detect it. The President thinks them perfect, but Mr. Seddon will do nothing without Congressional action, so I have been engaged for the last two weeks in getting up a bill that will cover my case; at last it has met his approval and will to-day go to the Senate, thence to the House in secret session. It provides that the Secretary of War shall have the power to organize a secret-service corps, commission, enlist, and detail parties, who shall retain former rank and pay; also give such compensation as he may deem fit, not exceeding 50 per cent, for property partially and totally destroyed; also to advance, when necessary, out of the secret-service fund, money to parties engaging to injure the enemy.

As soon as this bill becomes a law I have no doubt but I shall get a suitable commission and means to progress with, and that all the appointments you or I have made will be confirmed. I received your letter from Mobile, dated the 5th instant, and feel obliged by your honor to my draft, which was most acceptable, as I was almost run out. Soon after sending the draft for collection I received from Mr. Conroe \$417, the amount due you by Brown, as per his due bill. This makes me your debtor to the amount of \$1,417, which I hope soon to be able to refund. If you have not used my draft on St. Louis, I would prefer you not sending it forward, as it might compromise Clendenen, and I hope to be in funds very soon, for, if the Government does not advance me, I have a most respectable gambler ready at any time to buy an interest and put up the money. It will only be necessity that will cause me to make such an association, but the old adage, "Any port in a storm."

I wrote Mr. Campbell and Mackall that I could not at present send the Secretary of War's endorsement. I advised the latter to come on here if he wished to enter into the business with vigor, for I would like to know his field of operations.

Not expecting that you are still on this side, I can not send you any castings. Had you telegraphed me and written as you promised, I would have known at what time you would leave Brandon, [Miss.]. I will take the first opportunity of sending some to Shreveport or any point on this side that you designate. In the meantime you must use the auger and get what powder you can. I am certain it will prove effective. As soon as I get all matters arranged here I will send a special messenger to Shreveport, where, I suppose, he will hear of your whereabouts. Give my love to Pike and Hobbs.

Your friend,

T. E. COURTENAY.

Colonel H. E. CLARK,
7th Missouri Cavalry,
Major-General Price's Headquarters, Arkansas.

MOBILE, ALA., *March 3, 1864.*

MY DEAR WIFE: * * * I write this to send by Bob Dunn, who leaves here Saturday morning for home. * * * I wrote to you when Bob left for Richmond and hinted (for then I did not dare do more) at the object of his mission thither, and now, having a more reliable conveyance for my letter, can talk to you more freely of the matter; and, in doing so, will endeavor to explain to your satisfaction why it was mutually agreed between ourselves that Singer and myself should remain on this side of the river and Bob return to Texas. Discovering that our business on this side (so far as making further contracts was concerned) was about drawing to a close, and that but very few of us could render ourselves useful to the Government by going across the Mississippi, we at once concentrated all the inventive genius in our party for the purpose of getting up something new that would carry destruction to the Yankees, make money for ourselves, and at the same time be of great service to the Confederacy. The result was that I got up the plan of an ironclad torpedo boat that, all who saw it admitted, was equal to the task of destroying any war ship now afloat. To carry out our plan and get our new boat under headway, it was necessary, first, to lay the whole matter before the authorities at Richmond, get their approval of the scheme, and authority, together with money and material, to build her. Secondly, after this was accomplished the boat would have to be constructed, manned, and used. In order that the first part of our work should be properly begun, we deemed it best, after consultation, to send Dunn to Richmond, and through the influence of Wigfall and others to get the matter before Congress, and authority procured from it to carry out our plans. This part of the business Dunn was well suited for, and has succeeded in accomplishing what we desired, all of which he will explain to you. Next came Singer's duties and my own, which were to superintend the construction and management of the boats after they were built. This requires considerable in-

genuity and knowledge of machinery, and for this part of the work no one was at hand but Singer and myself. This was the programme agreed upon, and as [neither] Singer nor myself could go home, and feeling it was necessary some one should be there to take care and look after our families, we agreed that after Dunn had finished his part of the work he should go home. Having thus given you an outline of our plans, you can judge for yourself of the wisdom of the arrangement. That I am more than anxious to go home I hope you have not the slightest doubt; in fact, know that you have not, but you will readily perceive that under the circumstances I must remain on this side for some time, or otherwise give up our present scheme entirely. Bradbury would be of great assistance to us on this side in building our boats, and it is possible that he may come over when Dunn gets home. If so, and you think it at all practicable to come with him, I would like for you to do so. I have talked with Dunn about this, and when you see him, he will be able to tell you all about the trip and counsel with you about making the journey. Nothing would please me more than to have you with me, and if it is possible for us to get together, it must be done, as we are looking daily for news from Singer (who is still in Richmond), after which I shall be able to write you definitely in regard to my future movements. If there is any slip at Richmond in issuing our orders to our entire satisfaction, then all of us will go across the river, so that I am now in a state of happy indifference. If everything is fixed up at Richmond to our satisfaction, it is well; if not, we go home, which is better.

Since we have been on this side of the river we have gotten up a great many projects and have been interested in many new schemes, the particulars of which are too lengthy for an ordinary letter. Among the number, however, was a submarine boat, built at this place, of which Whitney and myself bought one-fifth for \$3,000. We took her to Charleston, [S. C.], for the purpose of operating there, and a few days after her arrival there, she sunk through carelessness and her crew of 5 men drowned. Another crew of 8 men went on from here, raised her, and while experimenting with her in the harbor, sunk her and all 8 were drowned. Lieutenant Dixon then went on from here and got another crew in Charleston. A few nights ago he went out, attacked and sunk the steam sloop of war *Housatonic*, but, unfortunately (like his predecessors in this desperate and untried adventure), fear that he and his crew were all lost. I enclose you a slip from our paper, giving an account of the affair, which will be interesting to you, as Singer and myself built the torpedoes with which the ship was destroyed, and besides we own a considerable interest in the value of the ship, as the owners and crew of the boat got one-half of her value for destroying her. Besides this, we sunk one boat and seriously injured another in the York River in December, the full particulars of all of which Dunn will tell you when he sees you.

Friday, March 4, 1864.—This, my dear Nelly, is your birthday, and how I wish I could be with you to celebrate it. Let us hope at least that when your next comes around, we shall be together. Since writing the previous page I learn that the torpedo boat and crew that sunk the *Housatonic* are all safe. So says the Charleston Mercury of a late date, and I hope and trust it is so. * * * If the enemy

occupy Lavaca, I should prefer you would leave, but I think it very doubtful about their doing so; in fact we have a report here that Banks is withdrawing his forces from Texas to New Orleans. * * *

Bob leaves in the morning, and as my sheet is near full and no news to tell, I will close. * * *

Your affectionate and devoted husband,

J. D. BREAMAN.

ENGINEER HDQRS., DEPT. NORTHERN VIRGINIA, *July 14, 1863.*

COLONEL: In accordance with your order of the 13th, appointing the undersigned a commission to examine and report upon the merits of Mr. E. C. Singer's torpedo, we beg to state that we have carefully examined the same and submit the following report:

First. "As to the plan for exploding the charge." In this plan, or lock, in our opinion, consists the great merit of the invention. The lock is simple, strong, and not liable at any time to be out of order, and as the caps which ignite the charge are placed within the powder magazine they are not likely to be affected by moisture. While the percussion is upon the exterior of the magazine, actual contact with the rod which acts as a trigger is necessary, but by mechanical contrivances the contact may be obtained in various ways.

Second. The certainty of action depends, of course, upon contact, but by the peculiar and excellent arrangement of the lock and plan of percussion mentioned above the certainty of explosion is almost absolute. One great advantage the torpedo possesses over many others is that its explosion does not depend upon the action or judgment of an individual; that it is safe from premature ignition, and at the same time is cheap and portable, while its position in river or harbor can not readily be ascertained by an enemy's vessel.

Third. The efficiency of its explosion, if made in deep channel, can not well be ascertained without experiment, but would be the same as submarines fired by any other contrivance. We are of the opinion, however, from the best information accessible, that if the powder, say 100 pounds quantity, is within the distance of 15 feet from the keel of a vessel when exploded its efficient action is not materially affected by the depth of channel. Of course, the quantity of powder required would have to be determined by experiment. Rifle powder, from its more rapid combustion, would be preferable in deep water to cannon powder, while some of the detonating compounds would doubtless effect certain destruction to vessels passing over torpedoes at even much greater depth.

The peculiar arrangements for firing the batteries would have to be determined by the circumstances of position and draft of vessels and motion of currents, depth and width of channels, and would require the exercise of great judgment on the part of those intrusted with the duty of placing them.

We are so well satisfied with the merits of Mr. Singer's torpedo that we recommend the Engineer Department to give it a thorough test, and, if practicable, to have some of them placed at an early day in some of the river approaches of Richmond.

General remarks.

The mode of loading this torpedo dispenses with any connection through the case of the magazine, involving no packing of any kind.

The risk of the lock fouling by sand or mud, if on the bottom of a stream, we think can be prevented by inclosing it in a metal case, which would be nearly water-tight.

In narrow streams these could be placed in quincunx, so that a vessel attempting to pass would be sure to come in contact with some one. The inventor also claims to be able to go to a vessel with one or two and get them in contact so as to explode. This can be done, but so much depends on the nerve and daring of individuals that there is no certainty of it. Judging from the success of blasting rocks by powder superposed upon the rocks with a deep column of water over it, we are of the opinion that the depth of water below a torpedo would not interfere with its success. Lieutenant Bolton, who saw and blasted a great deal in East River near New York, says 100 pounds of powder 15 feet from the bottom of a vessel would break her sides or bottom. We would add that a proposed adoption of these locks to the explosion of shell or batteries under railroad tracks, for defenses of approach to fortified works and for blowing up bridges, seems to us very simple and effective, also an ingenious plan for affixing torpedoes to spar or bow of ironclads.

We consider the employment of submarines as a legitimate mode of defense, and, as officers connected with the defense of Richmond, feel it our duty to recommend torpedoes as a powerful accessory to our limited means.

The moral effect of an explosion upon an enemy would be incalculable, and would doubtless deter them from attempting to bring troops by transports to points as accessible to the city as White House or Brandon, [Va.].

Respectfully submitted.

W. H. STEVENS,
Colonel Engineers.
JOHN A. WILLIAMS,
Major Engineers.
W. G. TURPIN,
Captain Engineers.

Colonel J. F. GILMER,
Chief Engineer.

SPECIAL ORDERS, } HEADQUARTERS, DISTRICT OF ARKANSAS,
No. 135. } *Little Rock, August 18, 1863.*

VI. Thomas E. Courtenay, esq., is, by direction of the lieutenant-general commanding the Department of Trans-Mississippi, authorized to enlist a secret service corps, not exceeding 20 men, to be employed by him, subject to the orders of the district commander.

* * * * *

By command of Major-General Price:

THOMAS L. SNEAD,
Acting Adjutant-General.

THOMAS E. COURTENAY, Esq.

In accordance with the above, I hereby appoint _____ a member of the Secret Service Corps, to report to me at _____ on or before the _____ day of _____, 1864.

THOS. E. COURTENAY,
Captain Secret Service Corps

CONFEDERATE STATES OF AMERICA, WAR DEPARTMENT,
Engineer Bureau, September 15, 1863.

GENERAL: I have the honor to send in addition to the names specified in my letter* of the 20th ultimo the following list of men who, by the wish of the honorable Secretary of the War, are to be employed in your department on the special service of destroying the enemy's property by torpedoes and similar inventions, viz.†

These men should each be enlisted in and form part of an engineer company, but will, nevertheless, be employed, so far as possible, on the service specified above when the public interest, in your judgment, requires it. Details of additional men may be made either from the engineer troops, or from the line to aid them in their particular duties, and they may be furnished by the military authorities with the necessary ammunition, their compensation to be 50 per cent of the property destroyed by their new inventions and all the arms and munitions captured by them by the use of torpedoes or of similar devices. Beyond this they will be entitled to such other rewards as Congress may hereafter provide.

Very respectfully, your obedient servant,

A. L. RIVES,
Lieutenant-Colonel and Chief of Bureau.

CONFEDERATE STATES OF AMERICA,
 WAR DEPARTMENT, ENGINEER BUREAU,
Richmond, Va., September 15, 1863.

R. W. Dunn, having been selected for special service, is authorized by the Secretary of War to proceed to the headquarters of Lieutenant-General E. Kirby Smith, commanding Trans-Mississippi Department, to be attached to one of the companies of engineer troops now being organized in that department under the act of Congress, "to provide and organize engineer troops to serve during the war," approved 20th March, 1863.

A. L. RIVES,
Lieutenant-Colonel and Acting Chief Bureau.

Report of Rear-Admiral Porter, U. S. Navy, enclosing general order for the arrest of persons engaged in torpedo service.

No. 88.] MISSISSIPPI SQUADRON,
Flagship Black Hawk, Off Alexandria, La., March 21, 1864.

SIR: I have the honor to enclose you an order I had printed for the information of the provost marshals, detectives, and others, to enable them to arrest the parties engaged in this torpedo business. The letter printed at the end of the order is one captured in the rebel mail, and was to be used as a letter of introduction by R. W. Dunn, E. C. Singer, and others, to help them along in their scheme.

* See Official Records of the Union and Confederate Armies, Series I, vol. 26, pt. 2, p. 173.

† See p. 192.

Among the names I find that of W. P. Mellen. I know no one of this name on the Mississippi River, at Natchez, excepting W. P. Mellen, the special Treasury agent. I don't pretend to say that he is the one alluded to. The Department can best judge what steps it will be necessary to take in this matter.

I am, sir, very respectfully, your obedient servant,
 DAVID D. PORTER,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of Navy, Washington, D. C.

[Enclosure.]

U. S. MISSISSIPPI SQUADRON,
 FLAGSHIP BLACK HAWK,
Alexandria, La., March 21, 1864.

GENERAL ORDER }
 No. 185. }

The persons mentioned in the following letter are rebels, engaged as agents for the Confederate Government, employed for the purpose of furthering the views of said Government in destroying Union vessels by torpedoes and other inventions. All officers belonging to the Army and Navy are requested to arrest them wherever found.

DAVID D. PORTER,
Rear-Admiral, Commanding Mississippi Squadron.

[Copy.]

To introduce R. W. Dunn, E. C. Singer, and J. D. Breaman to my friends: B. C. Adams, Grenada; Captain Samuel Applegate, Winona; Colonel H. H. Miller, commanding regiment west of Granada and Carrollton; W. P. Mellen, Natchez; Major John B. Peyton, Raymond; Judge D. H. Prosser, F. A. Boyle, Woodville; Henry Skipwith, Clinton, La.; Conrad McRae, Fardoche, La.; W. Barton, J. J. Morgan, T. G. Calvit, James E. Lindsey, Wm. M. Lindsey, Wm. H. Neilson, Samuel Faulkner, Atchafalaya River, La.; Colonel James M. Porter, Colonel Wm. B. Davis, Colonel Wm. Offatt, Captain James Capps, S. A. Scribner, Elbert Goull, T. C. Anderson, Simon Richard, St. Landry, La.; Henderson Taylor, S. L. Taylor, Marksville, La.; H. Robertson, S. W. Henarie, Governor T. O. Moore, Colonel C. Manning, Alexandria, La.; General M. Wells, General P. F. Kearny, Hugh M. Kearny, esq., B. F. Murdock, Rapides and Avoyelles Parish, La.; B. C. Crow, esq., Lafayette Parish, La.; Hon. John Moore, Wm. Robertson, St. Martins Parish, La.; Judge Baker, T. J. Foster, Judge Palfrey, St. Mary's Parish, La.; Daniel Dennet, editor "Planter's Banner"; Mr. Sickles (kindred spirits), Phanor Prudhomme, esq., St. Mary's Parish; John Blair Smith, Natchitoches Parish, La.; Colonel H. J. G. Battle, Reuben White, Caddo, La.

We must all help one another, and those who can be efficient in our cause must receive all necessary hospitality, aid, and information. I introduce none but the worthy.

B. J. PAGE.

Report of Lieutenant-Commander Mitchell, U. S. Navy, acknowledging orders.

U. S. S. CARONDELET,
Off Alexandria, La., March 21, 1864.

SIR: I have the honor to acknowledge the receipt of your communication* of yesterday relating to sending an armed party to report to Lieutenant-Commander Phelps; also General Order No. 184.

I am, sir, very respectfully, your obedient servant,

JOHN G. MITCHELL,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Flagship Black Hawk.

Letter from plantation agent at Natchez to Acting Volunteer Lieutenant Johnston, U. S. Navy, commanding U. S. S. Forest Rose, requesting information regarding cotton seized by the latter.

OFFICE OF ASSISTANT SPECIAL AGENT OF THE
TREASURY DEPARTMENT FOR LEASING PLANTATIONS,
Natchez, Miss., March 22, 1864.

SIR: In the letter of the Hon. William P. Mellen, supervising special agent of the Treasury Department of the United States, appointing me to the office of assistant special agent for leasing plantations, I am instructed to "take charge of all abandoned property collected by the lessees of plantations," and hold the same subject to his order; and again, in a circular letter addressed to assistant special agents and to surveyors and collectors of customs in the first agency, dated Vicksburg, March 13, 1864, Mr. Mellen orders as follows: "All abandoned property collected upon a plantation, leased by an assistant special agent, shall be delivered to such agent only, and shall be receipted for and forwarded by him in the manner prescribed by the regulations of the Secretary of the Treasury." In compliance with instructions, a part of which are quoted above, on the 11th day of February last, I gave authority to Mr. James C. Warner, a lessee of the Legeant [L'Argent?] (being an abandoned) plantation, to "collect and secure all the cotton and other crops heretofore grown, and now remaining on said plantation, and to deliver the cotton so gathered and secured, on the bank of the river at a safe point, to be designated by said Burnet, or at the port of Natchez, as said Burnet may direct." In pursuance of said authority, Mr. Warner, on or about the 10th instant, hauled to the bank of the river a lot of cotton, to wit, 15 bales set apart for the Government out of a lot of 30 bales, by Charles Scott, my agent, appointed therefor, and delivered the said 15 bales to said Scott, to be held subject to my instructions.

On or about the 18th instant, as I am informed by Mr. Scott, the gunboat *No. 9*, of which you are in command, landed at the place where said cotton was deposited, and, taking it on board, brought

* Not found.

it to the port of Natchez and there refused to deliver it to my agent.

I have respectfully to ask you whether it is true, as stated, that the cotton referred to was so taken by you, and if so, the reason for so taking it and refusing to return it to my possession; and also respectfully to ask you, in compliance with the act of Congress approved March 12, 1863, and of the order of the Secretary of the Navy dated March 1, 1863, a copy of which I had the honor to hand you some time since, and in compliance with the instructions of the Secretary of the Treasury, to return said 15 bales of cotton to my possession at your earliest convenience.

I am, respectfully, your obedient servant,

WM. BURNET,

Assistant Special Agent for Plantations, Natchez District.

Captain [J. V.] JOHNSTON,

Commanding Gunboat No. 9.

Report of Acting Volunteer Lieutenant Dominy, U. S. Navy, commanding U. S. S. General Bragg, on guard duty at mouth of Red River.

U. S. S. GENERAL BRAGG,

Red River, March 23, 1864.

SIR: The steamer *Constitution* brought down to-day 30 head of beef cattle, and as I had no place to keep them on shore, and no feed for them, I shipped them on the steamer *La Crosse* to you. The captain of the *La Crosse* has given me his parole of honor not to trade or hold any communication with the shore until he reports to you on his way up Red River.

I have made no stipulation with him for carrying the cattle, telling him that he was to present his claim, whatever it might be, to you.

Very respectfully, your obedient servant,

C. DOMINY,

Acting Volunteer Lieutenant, Commanding.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

General report of Fleet Captain Pennock, U. S. Navy.

OFFICE MISSISSIPPI SQUADRON,

Cairo, Ill., March 23, 1864.

DEAR ADMIRAL: The *Avenger* arrived this morning and delivered the mail. I received but one letter from you, which was dated the 10th instant. The captain of the ram reports that he finds great difficulty in making sufficient steam to give his vessel the great speed that was expected of her. I have had a survey upon her to-day, and the opinion of the engineers is that she needs a set of blowers. I have had the measurement taken, and ordered them to be worked upon night and day. The engineer of the vessel informs me that if they are sent to him they can be put on without delay, and especially

easily, if the boat can be near the *Samson* a few hours. I have therefore determined not to detain her here, and have ordered her to proceed and report to you, carrying the guard flag. I shall send by her all your letters and dispatches received up to to-day.

The *Benefit* has returned from Memphis and is now loading up with stores and such articles as have been required by the fleet. When full, she will be sent down with orders to deliver her stores to the different vessels and report to you at Red River. She will tow down the barge *Lucy*, loaded with lumber for Memphis, sent there for the repair of gunboats. I hope to be able to get the new quarters and carpenter's shop for Skipwith's Landing ready to be towed down by her.

I have given instructions to the ordnance officer to put on board the *General Lyon* all the ordnance that has been required, and to anticipate the wants of the squadron as far as possible.

I am determined that no effort of mine shall be wanting to get to you all you may desire.

I have been very anxious to get the *Hastings* and *Red Rover* finished, but, with all my grumbling and growling, fear they will not be ready to leave before the 2d or 3d of next month.

The *Fairy* has arrived and has part of a crew on board. She is doing police duty here, watching for smugglers, as I have reason to believe that attempts are made to smuggle powder, etc., into Kentucky. I expect the next boat (*W. C. Mann*) every day, and, in accordance with your verbal orders, shall send her to Shirk to relieve the *Paw Paw* for repairs.

I shall order Acting Master Thompson to command her and transfer all the men and officers of the *Paw Paw*, excepting Acting Volunteer Lieutenant O'Neil, to her. Shirk tells me that you consented to the arrangement.

I received a telegram from General Sherman's adjutant-general saying that Forrest was supposed to be crossing near Eastport and asking for a gunboat to watch the place. I replied that Shirk was up the Tennessee, watching the river.

Sincerely, your friend,

A. M. PENNOCK.

Letter from Brigadier-General Brayman, U. S. Army, to Fleet Captain Pennock, U. S. Navy, regarding the probable need of a gunboat in vicinity of Columbus, Hickman, and Paducah.

HEADQUARTERS DISTRICT OF CAIRO,
Cairo, Ill., March 23, 1864.

SIR: I have information, which appears reliable, that Forrest, with 7,000 cavalry, is approaching Union City. If so, it may be necessary to have a gunboat in the vicinity of Columbus and Hickman and Paducah, in case the river should be approached at either point.

Yours, etc.,

M. BRAYMAN,
Brigadier-General, Commanding.

Captain PENNOCK,
Commanding Station.

[Telegram.]

CAIRO, ILL.,
 March 24, 1864—11: 45 a. m.

I have just received a dispatch from Columbus, stating that the enemy were advancing on Columbus in force. Communication with Colonel Hawkins at Union City has been cut off, and nothing heard from him since 3 o'clock this morning. Think it would be advisable to send a gunboat to Columbus at once, if possible.

Very respectfully, your obedient servant,

J. H. MUNROE,
 Assistant Adjutant-General.

Captain PENNOCK, *Commanding.*

[Telegram.]

CAIRO, March 24, 1864.

I will try to get a gunboat to you this evening. Please keep me informed.

A. M. PENNOCK,
Fleet Captain and Commandant Station.
 Brigadier-General M. BRAYMAN,
Columbus.

[Telegram.]

COLUMBUS, KY., March 24, 1864.

Let the boat report here. We go out with 2,000 men toward Union City. I think the enemy will go toward Paducah.

M. BRAYMAN,
Brigadier-General, Commanding.

Captain A. M. PENNOCK,
Commanding Station.

Cooperation of U. S. steamers Peosta and Paw Paw in repulse of Confederate attack upon Paducah, Ky., March 25, 1864.

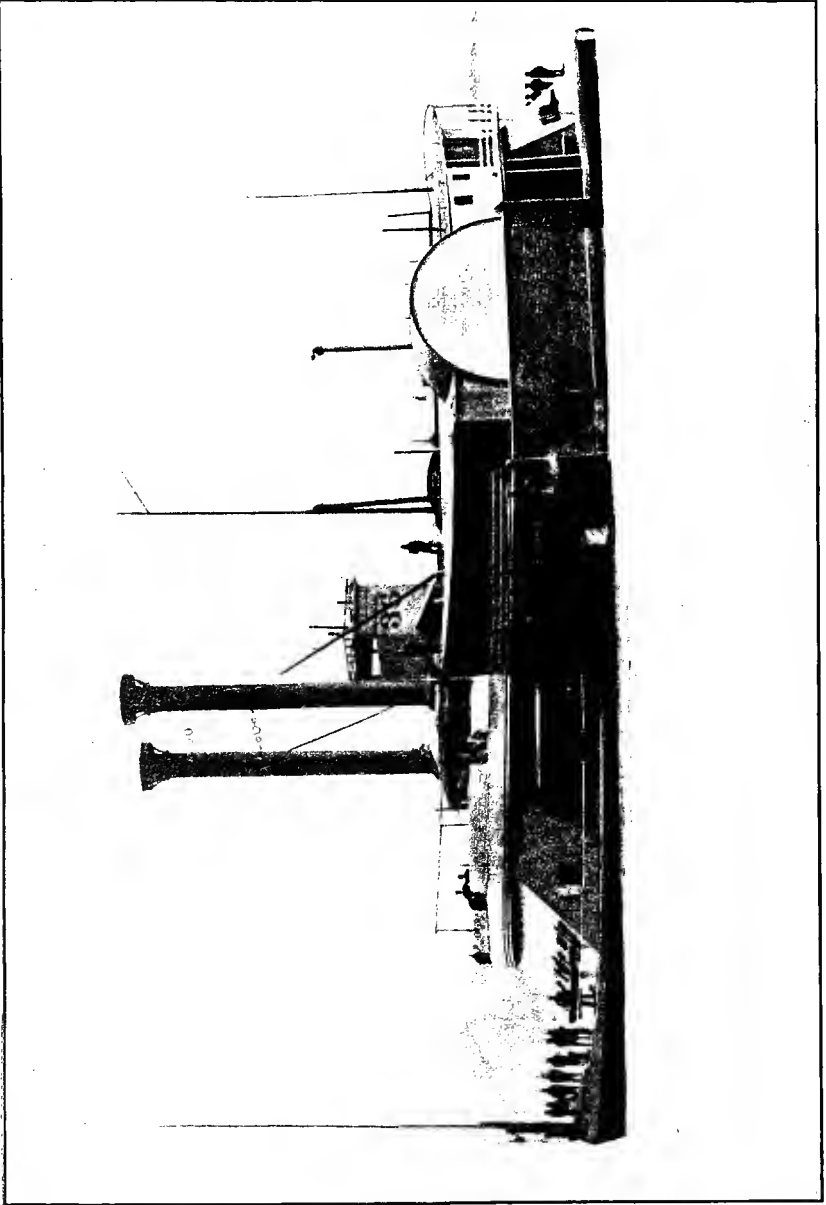
[Telegram.]

CAIRO, ILL., March 26, 1864.
 (Received Washington 7: 20 p. m.)

At 3 p. m. yesterday the rebels made an attack upon Paducah, [Ky.], and the steamers *Peosta* and *Paw Paw* and fort at once opened fire. Colonel [S. G.] Hicks holds the fort. The front part of the city is destroyed, our shells setting fire to the houses on the levee. A brisk cannonading was continued until about 10 p. m., when the fire of the rebels ceased. The attack may have been renewed this morning. Our dispatches are received by boat, the telegraphic communication having been destroyed. The fort made a desperate resistance.

A. M. PENNOCK,
Fleet Captain, etc.

HON. GIDEON WELLES,
Secretary Navy.



UNITED STATES STEAMER PEOSTA.

[Telegram.]

CAIRO, *March 26, 1864.*

(Received Washington 7:45 p. m.)

I have just received information that the enemy is still in force on our front at Paducah, [Ky.]. A flag of truce was sent in by them to negotiate an exchange of prisoners, which was refused. They demanded a surrender twice, saying they would give no quarter if refused. General Forrest has 500 prisoners from Union City. Reinforcements are going forward. There is no danger of a surrender.

A. M. PENNOCK,
Fleet Captain, etc.

HON. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

CAIRO, *March 26, 1864.*

(Received Washington 7:50 p. m.)

Paducah is safe. The rebels left at midnight.

A. M. PENNOCK,
Captain, etc.

HON. GIDEON WELLES,
Secretary Navy.

[Telegram.]

CAIRO, *March 26, 1864.*

(Received Washington 3:52 p. m., 27th.)

Information was received that the rebels have retreated from Paducah. Rebel loss, 300 killed; number of wounded unknown. Forrest's force said to be 6,500 and 4 pieces of artillery. Rebel General A. P. Thompson is reported killed.

A. M. PENNOCK,
Fleet Captain.

HON. GIDEON WELLES,
Secretary Navy.

Report of Lieutenant-Commander Shirk, U. S. Navy, commanding Seventh District, transmitting reports of commanding officers of U. S. steamers *Peosta* and *Paw Paw*.

OFFICE MISSISSIPPI SQUADRON,
CAIRO, ILL., *March 28, 1864.*

SIR: I have the honor to make the following report:

I arrived at Paducah from the Tennessee River in the U. S. S. *Peosta* at noon on Friday, the 25th instant. As usual, I immediately called upon Colonel S. G. Hicks, commanding the post, and learned from him that he had information that the rebels had captured Union City on the previous day, and that they were now threatening Paducah.

I had heard so often of Paducah being threatened (as you are aware) that I did not place as much confidence in this report as I would have done had I not been so often humbugged.

Leaving the *Peosta*, Acting Volunteer Lieutenant Thomas E. Smith, U. S. Navy, commanding, and the *Paw Paw*, Acting Volunteer Lieutenant A. F. O'Neil, U. S. Navy, commanding, at Paducah, with instructions to cooperate with Colonel Hicks in case he was attacked, and not to spare the town in case the rebels should obtain possession of it, I went to Cairo to consult with, and impart information to, Fleet Captain and Commandant of Station A. M. Pennock.

Arriving at Cairo, Captain Pennock and I saw Generals Brayman and Veatch. It was determined to send reinforcements to Paducah. I left Cairo for Paducah at 10 p. m., in the U. S. dispatch steamer *Volunteer*, commanded by Acting Ensign M. K. Haines, U. S. Navy, and carrying two 12-pounder howitzers. On our way up we destroyed ferry boats, etc., to prevent the rebels from crossing the river.

I arrived at daylight and found that (unfortunately for me) the rebels, consisting of about 5,000 men, and commanded by General Forrest, had attacked the place a few hours after I had left on the preceding day. The *Peosta* and *Paw Paw* did most excellent service, just as well as if I had been present; still, I assure you that the mortification that I experienced that the vessel carrying my divisional flag should be engaged in battle and I not be on board of her, was very great.

I enclose the reports of Acting Volunteer Lieutenants Thomas E. Smith and A. F. O'Neil, to whose gallantry and efficient service I respectfully call the attention of the commander in chief of the squadron and the honorable Secretary of the Navy.

Immediately after arriving at Paducah I placed myself in communication with Colonel Hicks, who had so gallantly defended his fort with a small but determined garrison of about 800 men, some of whom were raw negro recruits. He informed me that he expected another attack, as the rebels were in line of battle some two miles and a half from the fort, and requested me to "protect the fort and let the town go to hell."

I had the gunboats under way from daylight until dark, moving up and down the river in front of, above, and below the town and fort, ready for any emergency. About 3 o'clock I sent the *Paw Paw* some 20 miles up the Tennessee River, with orders to destroy all ferry boats, flats, and skiffs. She did this effectually, and returned about 9 o'clock.

At 4 p. m. it was reported to Colonel Hicks in my presence that the rebels were advancing to the attack, and in a few minutes an orderly from the colonel brought me word that he wished me to drop a few shells into the head of Jersey Street, as he was informed that the rebels were forming in that place. I did so, but the party proved to be some of our own men who were picking up stray horses, etc. Fortunately no one was hurt. Soon after this Colonel Hicks sent out a flag of truce, which, having gone several miles without falling in with the rebels, returned with the authentic report that they had retired upon the several roads leading from Paducah to Columbus. Being convinced that this was the truth, I left at midnight for Cairo in the *Volunteer*, to do all that I could to assist Captain A. M. Pennock in this emergency.

The *Peosta* is at Paducah guarding that place, and the *Paw Paw* has gone up the Tennessee River to convoy a brigade of troops under Brigadier-General Veatch, who are intended to cut off the retreat of Forrest.

In the attack at Paducah Colonel Hicks lost 14 killed and 46 wounded. The rebels lost 300 killed and a great many wounded. Among the killed was Brigadier-General A. P. Thompson.

The lower part of the town was destroyed by Colonel Hicks on the morning of the 26th, as all of his killed and wounded had been struck by sharpshooters from the tops and windows of houses in the vicinity of the fort. The shells from the gunboats and the fort did a great deal of damage to the town. Several buildings were burned, and a number have holes in them. The rebels burned the quartermaster's storehouses and the steamboat *Dacotah* on the ways.

Altogether, I am of the opinion that those inhabitants of Paducah who sympathize with their "misguided Southern brethren" have received a lesson which they will not forget in a hurry.

It is gratifying to me to have the pleasure to report to you that Colonel Hicks informed me that he was under many obligations to the commanding officers of the U. S. gunboats *Peosta* and *Paw Paw* for the efficient aid rendered by them to him.

I have the honor to be, sir, your most obedient servant,

JAMES W. SHIRK,

Lieut. Comdr., U. S. Navy, Comdg. 7th Dist. Mississippi Squadron.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding U. S. Mississippi Squadron.

[Enclosures.]

U. S. S. PEOSTA,

Paducah, Ky., March 27, 1864.

SIR: I have the honor to report to you that, at 3.05 p. m., on Friday the 25th instant, having learned that our pickets around the town were being driven in by a force of rebels, weighed anchor and beat to quarters. The enemy appearing in sight, steamed to the upper end of the city and opened on them with our starboard bow guns, the U. S. S. *Paw Paw* also opening at the same time. We then dropped down to the foot of Broadway and fired up the street. The fort was at this time attacked, and we dropped down opposite it, the *Paw Paw* following. We served our starboard battery as fast as possible, and the rebels retired, being driven back.

At 4:10 a flag of truce was seen approaching the fort, and we ceased firing and steamed up opposite the foot of Broadway. At 4:45 the rebels being seen plundering the stores on Broadway and approaching the fort, opened upon them again from starboard battery. In consequence of a heavy fire of musketry being directed upon us by sharpshooters in the buildings on Front Street, I reluctantly opened upon them, demolishing the City Hotel and brewery and setting several other buildings on fire. At 8:30, firing from the fort having ceased, came to anchor abreast it. At 10:30, the rebels having commenced to destroy property, we again got underway, steamed up to the town, and opened on them. At midnight ceased firing, our ammunition being nearly expended, which prevented our firing through the night. We disabled one piece of the

enemy's artillery. Henry Doane, seaman, was wounded in the left hand by a rifle ball. We fired 530 rounds. The *Peosta* was hit about 200 times by rifle shot, but is not injured. The officers and men behaved admirably. Pilot Smedley deserves much praise for the efficient manner in which he did his duty, being at the wheel during the entire afternoon and night.

I enclose reports of the gunner, engineer, and carpenter.

Respectfully, your obedient servant,

THOS. E. SMITH,
Acting Volunteer Lieutenant, Commanding.

Lieutenant-Commander JAMES W. SHIRK, U. S. Navy,
Commanding 7th District U. S. Mississippi Squadron.

[Subenclosures.]

U. S. S. PEOSTA,
Off Paducah, Ky., March 25, 1864.

SIR: In obedience to your orders of the 25th, I respectfully submit the following report of damages done to battery and ordnance, and ordnance stores expended in the action of the 25th instant:

Two 24-pounder howitzers disabled by the recoil of the guns, carrying the pivot chocks away. One hundred 32-pounder 5 sec. shell; 30 stand of grape, 30 canister, 30-pounder Parrott; 30 Schenkle time fuze shell, 40 percussion shell, 24-pound howitzer, 48 shell, 120 shrapnel, 12-pounder howitzer; 34 shell, 98 shrapnel, 800 percussion primers, 300 Enfield rifle cartridges, caliber .58, 325 percussion caps, 1 rammer and sponge for 24-pounder gun, 1 side tackle, 1 train rope, 1 bed and quoin, 32-pounder gun, 3 lockstrings, 6 woven wicks, 1 glass chimney.

Very respectfully, your obedient servant,

JOHN A. McDONALD,
Gunner, U. S. Navy.

THOS. E. SMITH,
Acting Volunteer Lieutenant, Commanding.

U. S. S. PEOSTA,
Off Paducah, Ky., March 25, 1864.

SIR: I have the honor to make the following report of casualties on board of this vessel:

Wounded.—Henry Doane, rated as seaman in the U. S. Navy, residence Albion, Oswego County, N. Y.; received a gunshot wound in the left hand, in which he will sustain a loss of one finger and a part of the hand above it. George W. Crosier, rated as scaman in the U. S. Navy, residence Buffalo, N. Y.; received two slight gunshot wounds, one over the region of the stomach and the other in the breast,

Very respectfully, your obedient servant,

JOHN WISE,
Acting Assistant Surgeon, U. S. Navy.

[Acting] Volunteer Lieutenant THOMAS E. SMITH,
Commanding.

U. S. S. *PEOSTA*, March 25, 1864.

SIR: I respectfully beg leave to report the damages sustained by the engineer's department of this vessel in the engagements of this day, off Paducah, Ky.:

Four globe lamps and four coal-oil lamps, with reflectors, destroyed. Three of the flues in the port boiler are leaking, caused by concussion of the guns.

I am, very respectfully, your obedient servant,

PERRY SOUTH,

Acting First Assistant Engineer, U. S. Navy.

THOS. E. SMITH,

Acting Volunteer Lieutenant, Commanding.

U. S. S. *GUNBOAT PAW PAW*,
Off Paducah, Ky., March 26, 1864.

SIR: I respectfully submit the following report of the part taken by this vessel in the engagement of yesterday with the enemy at this place:

At 2 p. m., while at anchor off the city, hearing that our pickets were being driven in, I got underway and dropped down to the fort. Meanwhile the *Peosta* also got underway, and, steaming to the upper portion of the city, opened fire.

At half-past 2 I opened fire in a southwesterly direction, with 5-sec. shell, being aware, from my acquaintance with the position, that the enemy must approach the fort from that direction.

I kept up a steady fire until 4 p. m., confining it to the immediate vicinity of the fort. The object of the enemy appeared to be to divert the attention of the gunboats from the fort by harassing them with sharpshooters, and in this design they partially succeeded, for the *Peosta* was kept busy in endeavoring to dislodge them from the front row of buildings in the city, from which they kept up a galling fire upon her. Notwithstanding, however, that a sharp musketry fire was poured upon my vessel, I paid but little heed to it, giving all my attention to the contest at the fort.

At 4 p. m. the enemy sent in a flag of truce, which caused a temporary cessation of hostilities, but in less than an hour the attack upon our works was resumed, and the battle continued until about 5 p. m.

After this time there was no general engagement, but some desultory firing.

Owing to a scarcity of ammunition it was of great importance that no shots should be wasted, and therefore my firing was moderately slow, but very careful. I have every reason to be satisfied with it.

At 9 p. m. I fired half a dozen rifle shell, but neither saw nor heard anything more of the enemy. I laid off the fort all night ready for any emergency.

There were no casualties on board this vessel, if I except a slight wound received by myself in the cheek. This was done by a sharpshooter on the bank, who, lying in proximity to some women and children, took advantage of my inability to fire upon him, and kept up an annoying and accurate fire upon our pilot house.

The following is the amount of ammunition expended during the engagement: 24-pounder howitzer, 103 shrapnel, 21 shell, 5 sec., and charges. 30-pounder Parrott rifle, 51 shell (percussion), 1 shell, 5 sec., 1 solid shot, 53 charges, making a total of 177 rounds.

Very respectfully, your obedient servant,

A. F. O'NEIL,

Acting Volunteer Lieutenant, Commanding.

Lieutenant-Commander JAMES W. SHIRK,

Commanding Seventh District Mississippi Squadron.

[Telegram.]

HDQRS. FOURTH DIVISION, SIXTEENTH ARMY CORPS,
Cairo, Ill., March 25, 1864.

The dispatches to-night say that Paducah is attacked and is likely to be overpowered by a rebel force. You will embark one regiment of your command immediately and run up near Paducah, communicating with Captain Shirk, on gunboat *No. 36*. If you find that the place can be reinforced and that it is expedient for you to land, Captain Shirk will cover your troops with his guns. This movement must not delay our voyage up the Tennessee, and you must take everything with you necessary for the march, except your transportation, which you will direct to be shipped in the morning.

You must act on your own judgment when you reach Paducah and be governed by the best information you can obtain.

JAMES C. VEATCH,

Brigadier-General.

Colonel JAMES H. HOWE,

Commanding Second Brigade.

[Telegram.]

METROPOLIS, *March 25, 1864.*

From all appearances Paducah is in flames. We can see it very distinctly from the river bank. There is fire there sure. Whether it is a boat on fire or the town I am unable to say. No circuit from Paducah. Fire is getting larger.

Later.—Three men just from Paducah saw fighting in the streets; city on fire; gunboats and forts firing; assault on fort repulsed; saw rebel officer bearing flag of truce; fighting with rapid discharges of small arms; great many women and children brought across the river in large wharf boat; they left in a hurry and know no more.

Later.—Another arrival of a family from Paducah report all Front Street in ashes. Rebel forces charged on fort several times, but failed. Our forces still hold the fort at 4 p. m.

WALLACE.

MASON,

Military Operator, Cairo.

[Telegram.]

CAIRO, *March 25, 1864.*

Your dispatches have been received, for which I thank you. An additional gunboat has left for Paducah, and reinforcements are now embarking. Any information you can get please send here.

M. BRAYMAN,
Brigadier-General, Commanding, Per Smith.

TELEGRAPH OPERATOR AT METROPOLIS.

Extract from report of Brigadier-General Brayman, U. S. Army, regarding naval cooperation, March 25, 1864.

HEADQUARTERS DISTRICT OF CAIRO,
Cairo, Ill., May 2, 1864.

SIR:

* * * * *

I wish to state that during my short period of service here the Navy has borne a conspicuous part in all operations. The *Peosta*, Captain Smith, and *Paw Paw*, Captain O'Neil, joined Colonel Hicks at Paducah, and with gallantry equal to his own shelled the rebels out of the buildings from which their sharpshooters annoyed our troops. A large number took shelter in heavy warehouses near the river and maintained a furious fire upon the gunboats, inflicting some injury, but they were promptly dislodged and the buildings destroyed. Fleet Captain Pennock, of the Mississippi Squadron, representing Admiral Porter in his absence, and Lieutenant-Commander Shirk, of the Seventh Division, who had charge above Cairo and on the Tennessee, were prompt, vigilant, and courageous and cooperated in everything. That the river line was kept open, considering the inadequate force at my control, I regard as due in a great degree to the cooperation of the Navy.

* * * * *

I remain, very respectfully, your obedient servant,

MASON BRAYMAN,
Brigadier-General of Volunteers.

Major-General S. A. HURLBUT,
Commanding Sixteenth Army Corps, Memphis, Tenn.

[Telegram.]

MARCH 26, 1864.

Columbus must be strengthened to-night. I will put all disposable force here on board. Please send the gunboat.

M. BRAYMAN,
Brigadier-General, Commanding.

Captain A. M. PENNOCK,
Commanding, etc., Mound City.

[Telegram.]

COLUMBUS, KY., *March 27, 1864.*

The enemy is in this neighborhood and we are ready for attack to-night. They were badly crippled at Paducah and may not come. I will do all that is possible to respond to your wishes concerning Mound City.

M. BRAYMAN,
Brigadier-General, Commanding.

Captain A. M. PENNOCK,
Master of Fleet, etc., Cairo, Ill.

[Telegram.]

COLUMBUS, *March 27, 1864.*

Last advices from the front show the rebels 4,000 strong at Clinton, under Forrest. We are expecting attack here in the morning early. Received 400 men from Madrid this evening. Are in good trim for fighting.

C. B. SMITH,
Lieutenant and Aid-de-Camp.

Captain A. M. PENNOCK,
Commanding Fleet at Cairo.

[Telegram.]

COLUMBUS, KY., *March 28, 1864—11:45 a. m.*

General Sherman instructs me to convey his order to General Veatch to land at Savannah and proceed to Purdy and the Hatchee to cut off the retreat of Forrest. Please convey this to him by dispatch boat. Also advise General Veatch that Forrest is still within 12 miles of this place and we are waiting an attack.

M. BRAYMAN,
Brigadier-General, Commanding.

Captain PENNOCK,
Cairo or Mound City.

[Telegram.]

MOUND CITY, *March 28, 1864.*

As soon as the dispatch boat arrives, which I sent to Columbus yesterday, I will send her up with General Sherman's order to General Veatch. I have received information from Captain Odlin that a small force of cavalry have crossed the river above this and may attack. I have made all arrangements to meet them.

A. M. PENNOCK,
Fleet Captain, etc.

Brigadier-General BRAYMAN.

Report of Acting Chief Engineer Bickerstaff, U. S. Navy, regarding injury to boilers of the U. S. S. Avenger.

U. S. S. SAMSON, FLEET SHOP,
Off Red River, March 28, 1864.

SIR: It becomes my painful duty to inform you of the deplorable burning of the boilers of the ram *Avenger*. She arrived here on Saturday morning. The engineers turned to and cleaned out the boilers while the crew were coaling ship.

Mr. Thomas King, acting third assistant engineer, neglected to close down the mud valve and as the steam came up the water gradually ran out until the two boilers on the port side were empty. The furnace being full of fire, the boilers became unduly heated, so much so it becomes absolutely necessary to put in two new sheets. This will take, I think, about fifteen days to make them as good as they were before.

I am, your obedient servant,

SAML. BICKERSTAFF,
Acting Chief Engineer.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

[Telegram.]

CAIRO, March 29, 1864.

Colonel Hicks says the enemy are on him again. I am going up with reinforcements.

M. BRAYMAN,
Brigadier-General, Commanding.

Captain A. M. PENNOCK,
Mound City.

Report of Rear-Admiral Porter, U. S. Navy, transmitting report regarding injury to boilers of U. S. S. Avenger, and recommending the dismissal of her engineers.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Off Alexandria, La., March 30, 1864.

SIR: I have the honor to enclose herewith report from the commanding officer of the U. S. S. *Avenger*, in relation to the burning of the boilers of that vessel.

As this vessel was perfectly new in every respect, and the accident seems to have resulted from gross carelessness on the part of Acting First Assistant Engineer James W. Edgar, acting chief, and Acting Third Assistant Engineer Thomas King, I beg leave to recommend that they be dismissed from the United States Navy.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. S. AVENGER,
Mouth Red River, March 28, 1864.

SIR: Not being able to proceed up Red River with the *Avenger*, agreeable to your order, I have to make the following report:

I arrived here yesterday morning at 1 o'clock and proceeded immediately to coaling ship, the engineers in the meantime cleaning out the boilers. When nearly done coaling and getting up steam in readiness to leave as soon as the moon should rise, my senior engineer discovered the boilers on the port side very badly burned. I immediately reported the same to Captain Dominy, of the *General Bragg*, saw Captain [Acting Chief Engineer] Bickerstaff, of the *Samson*, and preparations were made as rapidly as possible to get the boilermakers at work.

They have held a survey of the boilers and say they can not be repaired in less than twelve or fifteen days. The accident occurred either through the negligence or ignorance of one of the third assistant engineers, who was ordered to close the mud valve, and instead of doing so opened it, thereby letting the water out of the boilers. For his inefficiency I have placed him under arrest and await your order. I have been greatly troubled with delays on account of her machinery since leaving Cairo. She made very good time coming downstream, but returning could not make steam sufficient to go faster than 7 miles per hour, sometimes not making 6 miles. She requires more boiler capacity for her sized engines, as 100 pounds was the heaviest steam we could get. Captain Pennock told me I had a very important mail to convey to you, therefore Captain Dominy has concluded to forward it by the *Signal*.

I shall press the repairs toward completion with all dispatch, hoping I may yet be able to join you up Red River.

Very respectfully, your obedient servant,

CHAS. A. WRIGHT,
Acting Volunteer Lieutenant, Commanding.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

[Telegram.]

PADUCAH, March 30, 1864—1:30 p. m.

I am getting the prisoners together, and will leave as soon as possible for Cairo. The latest reliable information is they are concentrating at Mayfield, preparing to go south.

Lieutenant M. Knight, with 18 men, drove in their pickets day before yesterday, but had to fall back in quick time. There were two brigades advancing yesterday, but have fallen back; they were gathering their men, I think. General Buford sent in a flag of truce for the exchange of surgeons and to enquire about the rebel wounded and dead; also about General Thompson. The colonel is fully prepared for any attack, and there is no chance of their getting this place.

J. H. ODLIN,
Assistant Adjutant-General.

General BRAYMAN and Captain PENNOCK.

[Telegram.]

PADUCAH, *March 30, 1864.*

A man just from Mayfield. He left Mayfield last night after dark. Faulkner has just joined Forrest at Mayfield. They have given the Tennessee troops furloughs. He says they are going to stay as long as they please. One Tennessee regiment that was here has gone to Tennessee; the rest of the force is still with him and say they intend to come here. He reports that Forrest was moving on Columbus yesterday. I just received your dispatch. I have dispatched all the news.

J. H. ODLIN,
Assistant Adjutant-General.

General BRAYMAN and Captain PENNOCK.

[Telegram.]

NASHVILLE, *March 31, 1864.*

Following dispatch received:

FORT DONELSON, *March 30, 1864.*

The gunboat (23) has just returned from below Eddyville. I sent 50 men on boat, who scouted the country around, meeting with a party of our troops from Hopkinsville, who captured 8 of a party of guerrillas. It is certain that Forrest is not on this side of the Tennessee. The rumors regarding his having crossed originated in a party of some 30 men crossing near Eddyville. This party will probably be captured. All is quiet at Smithland, and there is no force threatening any position on the Cumberland. Captain Fitch, of the Navy, reports Forrest near Columbus, on the Mississippi.

O. L. BALDWIN,
Colonel Fifth Kentucky Cavalry, Commanding.

General ROUSSEAU.

L. H. ROUSSEAU,
Major-General, Commanding.

Brigadier-General WHIPPLE,
Assistant Adjutant-General.

Report of Acting Master Hickey, U. S. Navy, commanding U. S. S. Queen City, regarding operations near Crockett's Bluff, White River, March 31.

U. S. GUNBOAT QUEEN CITY,
White River, April 1, 1864.

SIR: I have the honor to report that on the night of the 31st of March there were some troops crossing at Maddox Bay, 4 miles below Crockett's Bluff. I sent an armed boat's crew in charge of Acting Ensign F. M. Hathaway, with orders to allow no one to cross. Contrary to my positive orders, he allowed one or more boats to cross without any opposition. At midnight I dropped down from Crockett's Bluff, and he reported that they had been crossing. I opened fire and very distinctly heard them running in the woods. The next morning at daylight I landed an armed boat's crew and found 4 horses, 1 mule, 1 buggy, 2 pistols, 29,000 percussion caps, a very large rebel mail, and some clothing of no value. No official dispatches.

I would also state that I went up Maddox Bay and destroyed two large ferryboats, one 30 feet long and the other 25.

Very respectfully, your obedient servant,

M. HICKEY,

Acting Master, Commanding U. S. S. Queen City.

Lieutenant-Commander JAMES M. PRICHETT,

Commanding White River Station.

Letter from the Secretary of War to the Secretary of the Navy, transmitting copy of letter from the Secretary of the Navy of the Confederate States regarding formation of guerrilla parties on Western rivers.

WAR DEPARTMENT,

Confidential.]

Washington City, April 1, 1864.

SIR: By direction of the Secretary of War, I have the honor to transmit for your information, herewith enclosed, copy of a recently captured letter from the rebel Secretary of the Navy, dated September 10, 1863, relating to the formation of river guerrilla parties, with the view of undertaking the "destruction of gunboats, transports," etc., on the Western rivers.

Very respectfully, sir, your obedient servant,

ED. R. S. CANBY,

Brigadier-General, Assistant Adjutant-General.

The SECRETARY OF THE NAVY,

Washington, D. C.

[Enclosure.]

C. S. OF AMERICA,

Navy Department, Richmond, September 10, 1863.

SIR: Your letter of the 18th July from Jacksonport, Ark., reached me a few days ago.

You inform me that a certain party "desires to obtain proper authority from the Confederate Government to undertake the destruction of gunboats, transports, etc., for such per centum of the value of the boats destroyed as may be offered," etc.

There is no legislation of which I am aware that satisfies precisely the conditions required.

The act of 6th May, 1861, recognizing the existence of war with the United States and providing for privateering is not construed to permit privateering on inland waters.

A reference to the law for the establishment of a volunteer navy, a copy of which I enclose herewith, will show you that it can not be made to embrace the parties to which you refer.

To facilitate organizations of parties to operate as you propose, in boats or otherwise, against the enemy on our Western rivers, they could be received into the Navy if they shipped regularly in accordance with existing laws, and then assigned to duty under an acting master upon those rivers.

In this case, however, they would form a part of the regular navy establishment, drawing its pay and subsistence.

I infer from your letter that such is not the object of the parties in question, but that they desire to organize in small parties to

operate as independent river guerrilla parties under their own leaders and to look to prize money or reward from the country for destroying enemy's property to defray expenses, etc., using an appointment from the Government to secure to them the rights of prisoners of war if captured.

Judging from what you say, that you have not the acts of Congress at hand, I enclose copies of two acts, one of which possibly serves the desired purpose.

The President has authority to make such an arrangement as you refer to, and I would suggest that parties wishing to engage in the enterprise present to him their names, purposes, and terms, either directly or through your obedient servant.

Very respectfully,

S. R. MALLORY,
Secretary of the Navy.

Colonel E. C. CABELL, C. S. Army,
Headquarters, Price's Army, Jacksonport, Ark.

Letter from the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, forwarding copy of captured letter of the Secretary of the Navy of the Confederate States.

Confidential.]

NAVY DEPARTMENT,
Washington, April 2, 1864.

SIR: I transmit herewith for your information copy of a recently captured letter from the rebel Secretary of the Navy relative to the formation of guerrilla parties for the destruction of the gunboats, etc., on our Western rivers.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

[Telegram.]

CAIRO, *April 3, 1864.*

Captain Pennock thinks you had better come back immediately, and I think the Forty-seventh Indiana will have to go with you.

J. H. ODLIN,
Assistant Adjutant-General.

Brigadier-General BRAYMAN,
Paducah.

Circular to commanders of squadrons.

BUREAU OF NAVIGATION,
Navy Department, Washington, April 4, 1864.

SIR: It having been represented to the bureau that certain embarrassments are likely to arise under the operation of its circular

order of the 22d February last, the bureau communicates for your information the following statement of the views of the Department on the subject of Navy signals.

I. The occasion for the late order changing the figure symbols represented by the flags and lights of the Navy code had its origin in the reported capture during the early part of February last of a copy of the flotilla code of signals. And the occasion for that part of the order which directed that the figure symbols of the Navy signal code shall not be incorporated in the flotilla code was based on the discovery, then first realized, of the danger of allowing the flotilla code to be furnished not only with the figure symbols of both flags and lights of the Navy code, but with the signal numbers by which the various public vessels were known in the latter code.

II. The precautions taken to guard the Navy code by restricting its issue to certain officers and requiring special care during its transmission to and from the officers charged with its safe-keeping and use would thus seem to be of little practical value, if, with the absence of all these precautions in respect to the issue, transmission, and use of the flotilla code, the signal symbols of the two codes remain identical. At the same time it is doubtless true that more or less practical inconvenience must result in maintaining two different systems of figure symbols for the two codes.

III. Long since convinced by a consideration of these difficulties of the necessity for an effectual remedy, the bureau has anticipated the several measures proposed by commanders of squadrons in the provision of a new edition of the Navy signal code, which, after several months of preparation, is now about ready for the press. This new edition of the Navy code will be established upon the following basis:

1. It will have but one series of signal numbers for all the signals of the code, including fog and night signals and the names of all vessels in the naval service, and the series of signal numbers will commence with the number 10 and terminate below the number 4000.

2. The signal code thus made up will be printed complete, with its figure symbols and signal numbers ready for use. It is intended by giving to the signal book a permanent form not only to avoid the mistakes of chirography, but the embarrassments incident to frequent changes of figure symbols.

3. The signal code thus established will replace for all purposes of ordinary signal communication the present editions of both the Navy code and flotilla code, and instead of being restricted as at present to certain officers, it will be issued to all officers commanding public vessels.

4. A circular of confidential instructions for making secret signals readily applicable to any circumstances of weather or situation will be issued in connection with the publication of the new signal book and sent to commanders of squadrons.

IV. The bureau directs that until the new arrangements shall have been completed the flag and light symbols established by its order of the 22d February for the Navy code shall be extended to and embrace the flotilla code for all purposes of ordinary signal communication.

V. The bureau directs that whenever it shall be deemed expedient by a signal officer to mask his signals, he will commence by making

signal number 886 or 888 of the present Navy code, or the signal number 7120 of the flotilla code, whereupon all succeeding signals will be made by adding 10 to the number as shown and subtracting 10 from the number as read. And whenever it shall be deemed expedient to return to ordinary signals that one of the above indicated numbers which was used to open secret signals will be repeated in order to close them.

Very respectfully, your obedient servant,

C. H. DAVIS,
Chief of Bureau.

Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron, Cairo, Ill.

[Telegram.]

HDQRS MILITARY DIVISION OF THE MISSISSIPPI,
Nashville, Tenn., April 4, 1864.

I think we can build gunboats above the shoals, and I agree with you that it is too late to pass the shoals now. I only repeated a message of General McPherson.

Tell Captain Shirk I send down in the quartermaster's gunboat *Silver Wave* General Corse, whom I would like him to see. Ask Captain Shirk to keep up communication with General Veatch at or near Purdy.

W. T. SHERMAN,
Major-General.

Captain PENNOCK,
Cairo.

Report of Lieutenant-Commander Ramsay, U. S. Navy, transmitting report of injury to U. S. S. Little Rebel.

U. S. S. CHOCTAW,
Quachita River, April 9, 1864.

SIR: I have the honor to report that the pumps were sent down and placed in the *Little Rebel*.

I enclose Acting Master Oliver's report of the accident that occurred to the *Little Rebel*.

Your obedient servant,

FRANK M. RAMSAY,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

[Enclosure.]

U. S. S. LITTLE REBEL, *April 5, 1864.*

SIR: I have the honor to acknowledge the receipt of your order of the 2d instant.

The new pumps have been placed in the vessel and work admirably. On the trial trip I ran from the coal barges to Fort Adams with 60 pounds steam in fifty-seven minutes, and ran 5 miles above with 90 pounds steam at the rate of 17 miles per hour.

On the evening of the 4th instant I received orders from Captain Doiny to run up the river with dispatches to the *Champion* and *Juliet*. I left Red River at 3 p. m., ran to the *Champion*, and then steamed on up river. When about 4 miles up one of the bolts of main connection slipped; repaired in twenty minutes and ran on. In making the crossing at entrance of Dead Man's Bend ran into shoal water, then going about 14 miles per hour. As she passed over she settled astern and shipped a large quantity of water through the rudder port, filling the after lockers. It burst the locker doors and rushed into the steerage. The officers below thought she had opened aft and rushed on deck, saying that the boat was sinking. I sprung to the steerage hatch, and seeing several inches water on the lower deck, thought such was the fact. I immediately went on deck and ordered the pilot to run her into the shore, as I thought she would sink in a very few moments, and then went below to see what the damage was. I found that it was a false alarm, but before I could alter my course I had run up on the bar. I then tried to get her off. I threw overboard about 200 bushels coal, broke everything out of the rear of the vessel to lighten her astern, but found that I could not start her. I then sent a boat to the *Champion* for assistance. The boat met the *Ike Hammitt* coming up and returned. The *Ike Hammitt* brought me off in about one hour, but in getting me off, broke my rudderhead off. The rudder is iron, and the head had been wrenched badly and was about half gone. The steamer *Benefit* came down at 5 p. m. to-day and towed me down to Red River, and will take my rudder up to the *Samson* to be repaired to-morrow. It will be but a short job to repair it, and if the shoe is not badly wrenched I can ship it in a short time.

I regret that this accident should happen, for I had got everything in such good working order, and flattered myself that I was going to retrieve the reputation of the boat in a measure.

I hope to be able to report ready for duty in a day or two.

I have the honor to be, very respectfully, your obedient servant,

FRANCIS A. OLIVER,
Acting Master, Commanding.

Lieutenant-Commander FRANCIS M. RAMSAY,
Comdg. 3d Dist. Mississippi Squadron, U. S. S. Choctaw.

Report of Acting Master Watson, U. S. Navy, commanding U. S. S. Juliet, forwarding statement of cotton captured on Elgee plantation.

U. S. S. JULIET, April 5, 1864.

SIR: Herewith I forward a statement of the rebel cotton captured on the Elgee plantation, at the mouth of Ouamachitti [Homochitto] River, by the U. S. S. *Juliet*, under my command, on the 26th of March last. There are 55 bales, and I have proof sufficient that it was raised, picked, ginned, and baled on that plantation while Elgee was bearing arms in the rebel service and against our Government, and before the plantation was leased to Colonel Castle by the Treasury Department.

Since we captured the cotton, Elgee has been taken prisoner, while acting on the rebel General Taylor's staff, by our forces, and

some half dozen persons have been to Admiral Porter claiming it, among them Colonel Castle's agent, Judge Elgee's agent, a Dr. Coltman, and a Mr. Gordon.

Very respectfully, your obedient servant,

J. S. WATSON,
Acting Master.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

[Telegram.]

CAIRO, ILL., April 6, 1864.

Your dispatch received.

The following report is from an officer sent up to communicate with General Veatch:

PADUCAH, April 5, 1864.

General Veatch went to Purdy on the 30th ultimo; sent scouts toward Bollivar, Jackson, and Lexington. Not hearing anything of Forrest, he returned the following night and proceeded to Waterloo, whence he debarked, and marched next day, 3d instant, to Athens, via Florence.

One of Forrest's regiments (Wisdom's) is stationed at William's Landing, 5 miles above Savannah, where they have been some time.

I met the *Robb* on my return with the convoy yesterday at 11 a. m., about 50 miles below Clifton. There was 4 feet on the shoals when I left Waterloo, and river rising fast. If the *Robb* can get to Florence, General Veatch can be communicated with. I sent the *Robb* to try and get there.

A. F. O'NEIL,
Acting Volunteer Lieutenant, U. S. Navy.

Lieutenant-Commander J. W. SHIRK,
Mound City.

M. BRAYMAN,
Brigadier-General.

Major-General W. T. SHERMAN,
Nashville, Tenn.

Report of Fleet Captain Pennock, U. S. Navy, regarding order for delivery of steamer Clara Dolsen to the U. S. marshal.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., April 9, 1864.

SIR: I have the honor to acknowledge the receipt of your communication of the 4th instant, with the enclosed copy of your order of the 4th ultimo to Rear-Admiral D. D. Porter to deliver the *Clara Dolsen* to the U. S. marshal.

The admiral has forwarded to me a copy of the order, and directed me to comply therewith.

The U. S. marshal for the Southern District of Illinois was at this place on the 7th instant, and I informed him that the *Clara Dolsen* would be delivered to him at any time he may mention.

I have the honor to be, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, for change of name of steamer Maria to Antelope.

NAVY DEPARTMENT, April 9, 1864.

SIR: The Department changed the name of the *Maria*, purchased by you, to the *Antelope*, as it had a vessel of that name in the course of construction.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Report of Acting Master Rogers, U. S. Navy, commanding U. S. S. Naumkeag, referring to engagement in White River and wounding of two men.

U. S. S. NAUMKEAG,
White River Station, April 11, 1864.

SIR: I would respectfully report that on my last trip up White River I had an engagement with a portion of McRae's force, in which Green Goss, pilot on transport *Q. Lloyd* was fatally wounded and one man on steamer *Celeste* seriously wounded. I sent the surgeon of this vessel to dress their wounds and discovered that he was unprovided with the proper surgical instruments for the extraction of the balls.

He informs me has made two or three requisitions for surgical instruments. He is totally unprovided for such emergencies.

Very respectfully, your obedient servant,

JOHN ROGERS,
Acting Master, Commanding.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Capture of Fort Pillow, Tenn., April 12, by Confederate force under Major-General Forrest, C. S. Army, and attendant operations there and at Columbus and Paducah, Ky., April 12-14, 1864.

Report of Fleet Captain Pennock, transmitting copy of dispatch forwarded to the Department and report of Lieutenant-Commander Shirk, U. S. Navy.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., April 15, 1864.

DEAR ADMIRAL: As you directed me before leaving here to communicate to the Secretary of the Navy any information of importance, I have telegraphed him to-day and enclose a copy of the dispatch, which will give you some idea of the movements of the enemy and our actions in this region. With the able assistance of Shirk and Fitch, I have no doubt of being able to take care of the river and keep it open, unless the rascals have too heavy guns for our ironclads at Fort Pillow. The guns taken by the rebels were four 12-pounders and two 10-pounders, the latter rifled. The fort was bravely defended by the

Thirteenth Tennessee Volunteer Cavalry, numbering about 225 men, and the Sixth U. S. Heavy Artillery (colored), numbering about 350 men.

Of these 125 were taken prisoners and 50 came here wounded last night. Two officers are here—mortally wounded—two are prisoners, and two escaped. The latter furnished me with an account of the fight this morning.

No negroes were spared, and the wounded were shot or cut to pieces in cold blood, so say the officers.

I have had no written communication from Acting Master Marshall, who commands the *New Era*, but he sent up a verbal message that he was out of ammunition, and I dispatched the *Volunteer* night before last with 500 rounds for him.

I send you a hurried report from Shirk. I have been up and at work night and day receiving and answering dispatches and sending gunboats to different points. Troops returning from furlough belonging to General McPherson's command are arriving here daily, and at my suggestion General Brayman has stationed infantry and a battery just above Mound City.

I have directed the captain of the *New National* to report to Fitch, near Fort Pillow, and to be governed by his instructions whether to pass the fort or not. No boats will be allowed to leave for below until we hear the condition of affairs from Fitch.

I have ordered all the pilots I could lay my hands on to report to you and hope soon to send you the required number. I find it a hard matter to get engineers, but will try to find some in Cincinnati and send them to you. All your dispatches received up to the 12th went by the *Red Rover*, and I now send such as have arrived since.

I have been called off twenty times since starting this letter and must now close to dispatch the boat.

I will write you by every opportunity and keep you posted.

The ordnance officer has been directed to fill all requisitions as rapidly as possible. Fitch says that all is quiet on the Cumberland, and Shirk will look out for that district during his absence.

Sincerely, your friend,

A. M. PENNOCK.

[Telegram—Enclosures.]

CAIRO, ILL., April 15, 1864—3 p. m.

On the 13th instant the rebels demanded the surrender of Columbus, Ky., which was refused by Colonel Lawrence. Troops and two gunboats were sent from here, but the enemy had retired before they reached Columbus. Hearing that Fort Pillow had been attacked, I directed Lieutenant-Commander Fitch, if he could be spared from Columbus, to proceed to Fort Pillow with gunboats *Hastings* and *Moose*. Last night I learned that Fort Pillow had been captured after a desperate resistance by the garrison. The gunboat *New Era* assisted in the defense. Lieutenant-Commander Fitch will, on his arrival, endeavor to shell the rebels from the fort and to keep the river open at all hazards. The greater part of the rebel force is said to have left in the direction of Memphis. On the 14th a flag of truce was sent by the rebels to Paducah. One hour was given by them to move the women and children. At the expiration of the hour no attack was made.

Lieutenant-Commander Shirk reports that the gunboats shelled the upper part of the town and drove the rebels out, and I am informed that the troops in the fort also shelled them and killed several. Paducah has been reinforced by troops sent by General Brayman, and we have four gunboats there. Information has reached me that the rebels are in force at Blandville, Ky., and will cross the Ohio into Illinois, if they can, about 20 miles above Mound City. I have had all the ferries and skiffs between this place and Paducah destroyed, and will keep the river closely watched with all the force we have at our disposal. A part of [the] rebels' programme is, I believe, to destroy the large amount of ordnance and ordnance stores we have at Mound City and other Government property at this place. We have taken every precaution in our power to guard against it. We have constantly to be on the lookout for incendiaries. Admiral Porter has left me ample instructions for guidance during his absence, which I shall carry out to the extent of my ability.

I will telegraph you when I hear from Lieutenant-Commander Fitch.

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

HON. GIDEON WELLES,

Secretary of the Navy.

PADUCAH, KY., *April 12, 1864.*

The rebels are in force around us. The colonel and the gunboats are waiting for an attack. I can hardly believe that they will make the effort to take the place with four gunboats. We do not allow any transports to go down the river, nor will we until we can give convoy. The *Peosta*, *Moose*, *Brilliant*, and *Fairplay* are here. The *Key West* went up the river this morning with an army convoy. The *Silver Lake* is patrolling the river below.

Beware of rebel strategy and look out for Cairo and Columbus. I think the rebels want to cross the Ohio.

JAMES W. SHIRK,

Lieutenant-Commander, Comdg. Seventh Dist.

Captain A. M. PENNOCK.

[Telegram.]

CAIRO, ILL., *April 16, 1864.*

Lieutenant-Commander Fitch has returned from Fort Pillow. The fort had been taken on the 12th after a fight lasting from daylight until 3 o'clock p. m., and Lieutenant-Commander Fitch arrived there on the afternoon of the 14th. Enemy had left the fort, carrying off all the guns, consisting of four 12-pounders and two 10-pounder rifled Parrotts. Heavy forces of cavalry were just above, preparing to cross over to Island No. 30 to capture a number of steamers that had been detained. The *Moose*, *Hastings*, *New Era*, and *Volunteer* shelled the enemy from 4 o'clock until dark and routed them, driving them to Ashport, when they left on the Ripley road. The transports were then conveyed past Fort Pillow and the

gunboats landed at the fort and took on board the remainder of our wounded; also the women and children. The next morning Lieutenant-Commander Fitch ordered the remainder of the dead to be buried, and, seeing no more of the enemy in the immediate vicinity, started up the river. At Ashport he shelled a squad of cavalry that had encamped there the night before and drove them off. The *New Era* was supplied with ammunition and left to guard the fort, and the *Moose*, *Hastings*, and *Volunteer* returned to this place.

A. M. PENNOCK,
Fleet Captain.

HON. GIDEON WELLES,
Secretary Navy.

Report of Lieutenant-Commander Fitch, U. S. Navy, commanding Eighth District, ordered to render assistance in Seventh District.

U. S. S. MOOSE,
Cairo, April 16, 1864.

SIR: I have the honor to report that during the present troubles in this section it was deemed proper by Fleet Captain A. M. Pennock that I should for a short time leave my district proper to meet sudden emergencies at Columbus and below.

As you are not probably aware of the exact bearings of the different points, it would perhaps be better for me to enter a little more into detail than would in ordinary cases be necessary in a report of operations. I will therefore have to go so far back as to embrace the time I left Smithland and embody in this report a general statement of occurrences.

On the 9th of April a general court-martial, then in session on board of this vessel, having completed the evidence for the prosecution and the exigencies of the service being such that it was not advisable for witnesses for the defense being called away from Mound City, I ran down to that point to complete the trial.

On the night of the 11th Paducah was again threatened, also intermediate points. I therefore got underway and went to Paducah to assist Lieutenant-Commander Shirk, and at the same time telegraph for some of the boats from my district to reinforce him and to patrol the river below. I arrived at Paducah on the morning of the 12th, and as an attack was momentarily expected remained there till evening of that date. At the same time two of the vessels of my district were patrolling the river between that point and Mound City. During the evening I got underway and proceeded to Mound City, having left with Captain Shirk the *Fairplay*. The boats were then stationed as follows:

At Paducah, *Peosta* and *Fairplay*.

Patrols.—From Paducah to Metropolis, *Victory*. From Metropolis to Head of Chain, *Silver Lake*. From Head of Chain to Caledonia, *Brilliant*. From Caledonia to Mound City, boat supplied by Captain Pennock. At Smithland on the Cumberland, the *Springfield*.

About 3 p. m. information was received that Columbus was to be attacked. I therefore proceeded on down to Columbus with this

boat and the *Hastings* under orders from Captain Pennock. Enclosed is a copy.

After arriving at Columbus and being told by the military commandant of that post that reinforcements were not necessary, that he could hold the place, I posted the *Fairy* in a commanding position and moved on down the river with this boat and the *Hastings*.

During the night the *Volunteer* joined me with ammunition for the *New Era* at Fort Pillow.

During the night I received information that Fort Pillow had been captured by the enemy. I therefore thought it proper to hurry down at once to reinforce the boats there, so that we might be able to prevent the enemy from planting batteries along the banks and thereby cut off communication with the boats below.

I arrived at Fort Pillow on the afternoon of the 14th and met there the *New Era*, shelling the rebels away from the point just above Cold [Coal] Creek, where they had displayed considerable bravery in setting fire to one of our empty coal barges.

I also opened fire in the same direction and moved on down and communicated with the *New Era*. After learning the true state of affairs, I directed the *Hastings* to round to and shell the woods along up to Plum Point, as the rebels were there in strong force in these woods and were showing their honesty and bravery by firing the wood piles along the bank. I ran on down the river and picked up our empty coal barge which had been fired by the rebels and was then drifting down the river. I got hold of the barge and got the fire out before it had done much damage. I proceeded on up around Plum Point and got several shots at rebel cavalry.

The *Hastings* also got several good shots at them behind the wood-piles just as I was coming up.

Just at the foot of Island No. 30 we again saw another force of rebel cavalry and followed through the chute, shelling them as they went.

There were a number of steamers tied up at Island No. 30, having been stopped there by the commanding officer of the *New Era*. The rebels had formed a plan for the capture of these steamers, and were then concentrating opposite the island for that purpose.

Learning that the rebels had not crossed the Hatchee River, and knowing that Pillow was safe, the boats were started down the river. After we had passed through the chute and came down to them, we convoyed them below Pillow, then, returning to the fort, landed the *Volunteer* and *New Era*. Took on board the *Volunteer* the remaining women and children and on board of this boat the remainder of the wounded, after which we tied up to the towhead opposite, about 12 p. m., where we lay till daylight in the morning.

When going down I found the *Wilson* tied up at Island No. 16 with a heavy tow waiting for convoy. I took her on down to Island No. 30, where she remained till all was found clear below. She then went with us in the fore part of the night down to Pillow, where she remained till I left in the morning, when I turned her over to the *New Era* to see [her] safely down the river.

Soon after daylight I ran over to Pillow and landed, threw out pickets a sufficient distance to prevent a surprise, and finished burying the dead, as many bodies were still left untouched on the field. A great portion of the dead were thrown into the ditch around the

fort and were left by the enemy, some with their heads, others with their feet and arms sticking out. Our pickets on the right were fired on, but not hit; they returned the fire and were not again disturbed.

After having completed burying the dead the pickets were called in and I proceeded up the river, as I did not wish to be away from my command longer than possible and not thinking it necessary that I should lay at Pillow any longer.

At Ashport I got intimation of a portion of the enemy in the woods and shelled them back.

I believe the force at Fort Pillow was about 500—200 white and 300 negroes—nearly all of which were either killed or wounded. It is reported that all the negroes were killed and most of the officers.

I do not think, from a hasty glance, that the fort was on the most commanding position, else it might have been defended even by that number of men. There is also no doubt that the rebels took advantage of a flag of truce to advance on the fort, and while the flag was up they advanced in a heavy column up a ravine to within a few yards of the breastworks.

I reached this point and reported to Captain Pennock this evening and will proceed on up the river to Smithland at once.

Very respectfully, your obedient servant,

LE ROY FITCH,

Lieutenant-Commander, Comdg. 8th Dist. Miss. Squadron.

Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron, Cairo, Ill.

P. S.—The enemy got some five or six pieces of artillery from the fort; some of them are 10-pound rifles. I believe we may therefore expect to see them again on the river at some point between here and Paducah, very likely opposite Cairo or Mound City.

LE ROY FITCH,

Lieutenant-Commander.

Report of Acting Master Marshall, U. S. Navy, commanding U. S. S. New Era, regarding cooperation in defense of Fort Pillow.

U. S. S. NEW ERA,

Off Fort Pillow, April 15, 1864.

SIR: I have the honor to report that on the 12th instant, at 6 a. m. we received information from Major Booth, commanding at Fort Pillow, that the enemy were advancing with a large force on the fort. We had previously arranged signals with the commander of the post, so that in case he was attacked he could give us by signal the position of the enemy. We immediately got ready for action. At 6:30 a. m. the firing had commenced on all sides, we moving up and down, and firing as signaled from the fort. At 12:15 p. m. the enemy opened fire on us with two pieces of light artillery, which were stationed under cover of Wolf's Hill, they firing and then retiring behind the hill again, but doing no damage to us. Sharpshooters were continually firing on us from all directions. At 1:45 p. m. the firing ceased. We came to anchor a short distance from the fort. Owing to the strong wind and current, our firing was from

our starboard battery, and our guns had become quite hot and very foul, and required cleaning. As soon as the firing had ceased the enemy sent in a flag of truce. At 3:15 the flag was withdrawn and an immediate assault made on the fort, which was soon taken, the enemy coming up with overwhelming force. The fort colors were lowered by the enemy and an indiscriminate massacre was commenced on our troops, the enemy firing volley after volley on them. At the same time the guns of the fort were turned on us, and shell were falling over and around us. We got underway and proceeded upstream out of range. When out of range, came to, and took on board women and children that had been driven from the fort; then proceeded upstream and came to anchor off Barfield's Point at 12:30 a. m. of the 13th. At 7:30 a. m. put refugees on board steamer *Lady Pike*, and at 8 a. m. started downstream, the steamer *Lady Pike* following, we intending that if the enemy were still in possession of the fort, to send in a flag of truce, asking permission to take care of our wounded and bury the dead. On arriving at the fort found the enemy still there in large force, General Chalmers commanding; General Forrest just outside with the remainder of the forces. U. S. S. *No. 28* and steamer *Platte Valley* had arrived from Memphis under flag of truce, caring for the wounded and burying the dead. We signaled and came in, sent an officer and a few men on shore to assist. We buried 64 before the flag of truce was withdrawn. The enemy had buried between 300 and 400. At 5 p. m. got underway and proceeded downstream to where our coal barge had grounded (it having drifted onto the bar at Island [No.] 34; it was cut adrift during the engagement), where we came to anchor for the night; 14th, at 12 a. m., got underway and started upstream; came into the bank at Fulton, took on board citizens that were captured by the enemy and released, proceeded upstream under flag of truce, stopped at Fort Pillow, found that the main force had evacuated. We saw about 500 of Forrest's cavalry across Coal Creek; they had set fire to our empty coal barge while our flag of truce was still flying. We immediately set all refugees on shore, took down our white flag, and started in pursuit, they at the same time were moving up the river bank, burning piles of cord wood. We opened fire on them and drove them back. While we were firing the U. S. steamers *Nos. 15, 34, and Volunteer* came in sight. We signaled to them. They commenced firing also. We proceeded up as far as Island [No.] 30, then returned to Fort Pillow, and came to anchor for the night. This morning got underway and came into the fort, sent an officer and a few men on shore to bury the remainder of the dead. In conclusion, I must express my high appreciation of the good conduct of the officers and men on board this vessel. No persons were injured on board. Enclosed you will find memorandum of ammunition expended.

I have the honor to be, very respectfully, your obedient servant,

JAS. MARSHALL,

Acting Master, Commanding.

Lieutenant-Commander S. LEDYARD PHELPS,

Commanding 6th Division Mississippi Squadron.

Amount of ammunition expended in the engagement of the 12th instant: 191 rounds of shell, 85 rounds of shrapnel, 6 rounds of

canister, 375 rounds of rifle cartridges, 96 rounds of revolver cartridges. On the 14th: 34 rounds of shrapnel.

JAS. MARSHALL,
Acting Master, Commanding U. S. S. No. 7.

Report of Lieutenant-Commander Pattison, U. S. Navy, regarding the sending of U. S. S. *Silver Cloud* to Fort Pillow.

U. S. NAVAL STATION,
Memphis, Tenn., April 13, 1864.

SIR: Last evening about 5 o'clock two gentlemen, who were dispatched by Acting Master Marshall, commanding U. S. S. *New Era*, reported to me that Fort Pillow was attacked by the rebels at daylight that morning and requested that I would send him ammunition, as he would be out by 12 o'clock this day. In consequence of this information, I ordered Acting Master Ferguson, commanding U. S. S. *Silver Cloud*, to proceed without delay to Fort Pillow and render all the assistance in his power to defend the place. At 10 p. m. last evening the *Ike Hammitt*, with a barge load of cotton in tow, returned to this place and reported to me that Fort Pillow had surrendered to the rebels and the guns of the fort were turned upon the shipping. The river is effectually blockaded at that point for the present, no vessels being able to pass up or down.

Captain Birch, commanding the *General Lyon*, who has just arrived at this point, informs me that he has little or no cargo and can easily return and give you information that the river is blockaded; consequently, I have concluded to dispatch him to you with information of the state of affairs, to enable you to judge of the necessity of sending ironclads to again open the river at that point.

Very respectfully, your obedient servant,

T. PATTISON,
Lieutenant-Commander, Commanding Naval Station.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Pattison, U. S. Navy, transmitting report of the commanding officer of U. S. S. *Silver Cloud* regarding assistance rendered at Fort Pillow.

U. S. NAVAL STATION,
Memphis, Tenn., April 13, 1864—midnight.

SIR: Acting Master Ferguson, commanding the *Silver Cloud*, has just returned to this station from Fort Pillow and handed to me the enclosed report of his proceedings since leaving this station on the night of the 12th instant.

I also enclose you an interesting account of the battle at Fort Pillow by a gentleman who was on board the *Platte Valley*. Major-General Hurlbut informed me to-day that he had only about 4,000 men to defend this city with.

Respectfully, your obedient servant,

T. PATTISON,
Lieutenant-Commander, Commanding Naval Station.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

[Enclosure.]

U. S. S. SILVER CLOUD,
Off Memphis, April 14, 1864.

SIR: I have the honor to report that in obedience to your order of the 12th instant I was taken in tow by the steamer *Platte Valley* and proceeded with all haste possible up the river to render assistance to our forces at Fort Pillow. About 20 miles above Memphis I spoke a steamer coming down and learned that Fort Pillow was captured by the rebels at 3 p. m. of the 12th.

At 10:30 p. m. I had my fire walls repaired and steam up, but still continued lashed to the *Platte Valley*, as by that means I could make more haste.

I arrived at Fulton, 3 miles below Fort Pillow, about 6 a. m. on the 13th and cast off from the *Platte Valley*, directing her to follow me up cautiously. At Fulton I learned that the rebel pickets were about one-half mile farther on. I soon came upon their outpost and commenced to shell the woods and hills in suspicious places, continuing to do so until I arrived opposite Fort Pillow. Although I could see parties of their cavalry moving about upon the hills, they did not return my fire. I rounded to a short distance above the fort and stood down the river close to the bank. All the buildings round the fort and the fort itself were on fire, and when I arrived abreast the fort several of our troops, some of them wounded, came out from their hiding places. I landed and took them on board and whilst doing so was fired upon by sharpshooters, but no person was injured. I then stood out in the river again and commenced to shell the hills. About this time some cavalry showed themselves on the hills with a flag of truce. I ceased firing and sent my cutter on shore in answer to it.

The officer bearing the flag of truce had a proposal from General Forrest (a copy of which I forward) that he would give us possession of the fort and the country around it until 5 p. m. (it was then 8 a. m.) for the purpose of burying our dead and removing our wounded, who were suffering terribly from want of attention, provided I would acknowledge the parole of the wounded lying on the battle field.

I agreed to his terms, and immediately made preparations for bringing down the wounded and burying our dead. The wounded I placed on board the *Platte Valley* for transportation to the New Madrid Hospital. I sent my surgeon in charge of them. Details of rebel soldiers and several of our soldiers on board the *Platte Valley* assisted my crew in bringing down the wounded, etc. In the meantime the U. S. S. *New Era* came down the river and sent a party on shore. After the *Platte Valley* had stood up the river with all the wounded found in the fort and around on the contested ground some 20 more came in from the rebel lines badly wounded. These were received by Fleet Surgeon Pinkney on board the *Red Rover*, which vessel fortunately came down the river at this time.

The dead we buried amounted to about 150. We removed 69 wounded from the battle field, besides 20 I took on board before the flag of truce was sent in by the enemy.

From all I could learn of the enemy's strength and future movements I should think that Forrest's force is not over 6,000. He has ten pieces of artillery, including the six captured at Fort Pillow, and

was supposed to be preparing for a movement upon Memphis. The pieces of artillery captured at Fort Pillow were captured in good order, with about 150 rounds of ammunition to each gun.

Having completed the burying of the dead and the removal of the wounded, I immediately stood down the river to report to you. I left the *New Era* about 3 miles below Fort Pillow.

I beg leave to forward to you with this report the agreement entered into by myself with the enemy under their flag of truce and a list of the wounded paroled.

I am, very respectfully, your obedient servant,

W. FERGUSON,
Acting Master, Commanding U. S. S. Silver Cloud.

Lieutenant-Commander T. PATTISON, U. S. Navy,
Commandant Naval Station, Memphis, Tenn.

[Subenclosures.]

HEADQUARTERS FORREST'S CAVALRY,
Fort Pillow, April 13, 1864.

I am authorized to say by Major-General Forrest he desires to place the badly wounded of your Army on board of your boats, provided you will acknowledge their parole. I shall send all (white or black) who desire to go.

I am, respectfully, your obedient servant,

CHAS. W. ANDERSON,
Major and Aid-de-Camp, C. S. Army.

Acting Master FERGUSON,
Commanding Gunboat Silver Cloud, U. S. Navy.

—
U. S. S. SILVER CLOUD,
Off Fort Pillow, April 13, 1864.

I accept your flag of truce and will land my vessel accordingly.
Respectfully,

W. FERGUSON,
Acting Master, Commanding U. S. S. Silver Cloud.

Captain C. W. ANDERSON, C. S. ARMY,
Bearer of Flag of Truce.

—
ON BOARD U. S. GUNBOAT SILVER CLOUD,
Fort Pillow, April 13, 1864.

It is agreed that until 5 o'clock p. m. this evening details from United States forces or others interested in the burial of the dead or the recovery of the wounded, shall have free access to the fort and the grounds around it until 5 o'clock p. m. this evening.

For Confederate States:

FORREST,
Major-General, Commanding.

CHAS. W. ANDERSON,
Aid-de-Camp and Assistant Adjutant-General.

Acting Master W. FERGUSON,
Commanding U. S. S. Silver Cloud.

HEADQUARTERS FORREST'S CAVALRY DEPARTMENT,
Fort Pillow, April 13, 1864.

Referring to the copy of communication, herewith attached, I am authorized to say by General Forrest that he desires to place the badly wounded of your army on board of one of your boats, provided you will acknowledge their parole, I shall send all (black or white) who desire to go.

Respectfully, your obedient servant,

CHAS. W. ANDERSON,
Major and Aid-de-Camp.

In accordance with the above, we have received on board the U. S. gunboat *Silver Cloud* the following-named prisoners, wounded at Fort Pillow April 12, 1864:

First Lieutenant John H. Porter, Company B, Thirteenth Tennessee Cavalry.

Second Lieutenant H. Lippett, Company B, Sixth U. S. Colored Troops.

First Lieutenant M. J. Leaming, adjutant, Thirteenth Tennessee. Jno. Plemmel, acting quartermaster's clerk [and 54 others].

OFF FORT PILLOW, *April 13, 1864—6 p. m.*

Editors Argus:

GENTLEMEN: The combined forces (numbering between 7,000 and 8,000) of Major-General Forrest, General Chalmers, Colonel McCulloch, and Colonel Bell, the two latter commanding brigades, made an assault upon our fortifications at about 6 a. m. on yesterday. Our force consisted of about 250 whites and 350 blacks. The U. S. S. *New Era*, Acting Master James Marshall, commanding, lying off the fort, shelled the rebels and drove them from a position which they had gained on the south side of the fort. They again assaulted our works from the north side. Owing to the dense timber, it was impossible to dislodge them, although Captain Marshall kept a continual shower of shell and shrapnel raining down upon them; but so small was the force in the garrison and so overwhelming the rebel force, that at about 3:30 p. m. the enemy carried our works and the gallant few which were left [were] taken prisoners. The guns of the fort consisted of two 12-pounder howitzers, two 10-pounder rifled, and two 10-pounder Parrotts, six pieces in all. Major Booth and two captains of the Sixth United States Artillery (colored) were killed early in the engagement, also two lieutenants of same command badly wounded. Of the Thirteenth Tennessee Cavalry, Captains Bradford, Porter, and Leaming, also Lieutenant Barr and some others, who could not be identified. Major Bradford was taken prisoner, and reported by the rebels as having been paroled the liberty of their camp, and having violated it by escaping during last night, but I was told that he was taken out by the rebels late last evening and shot. Captain Young, provost-marshal of post, taken a prisoner and paroled the liberty of their camp, says that our forces behaved gallantly throughout the whole action; that our loss in killed will exceed 200; he also stated that General Forrest shot one of his own

command for refusing quarters to our men. Lieutenant-Commander Thomas Pattison, commandant of station at Memphis, receiving dispatches at 7 p. m. last evening from the commanding officer of *New Era* that he was nearly out of ammunition, ordered the mail steamer *Platte Valley* to take in tow U. S. S. *Silver Cloud*, Acting Master W. Ferguson, commanding, and proceed at once to the scene of action. The boilers of the *Silver Cloud* being at the time down, through the energy of Captain Ferguson, in three hours they were up, and by 12 [had] steam enough to make 6 knots against the current. The two boats kept together until 2 a. m., when Captain Ferguson ordered Captain Riley, commanding *Platte Valley*, to drop astern. At 7 a. m. we arrived in sight of Fort Pillow. The commissary and other public buildings, together with some 12 stores, private property, were in flames. The rebels could be seen moving about applying torches to the barracks, huts, and stables. Captain Ferguson ordered his pilot to move up within range for 5-second shells. For some thirty minutes or more he continued throwing shell and shrapnel at detached squads as they moved about. The cannon, which was mounted on field carriage, the rebels had moved during the night from the fort to their outposts. A flag of truce appearing, Captain Ferguson ordered his men to cease firing, and answered it by sending a small boat with an officer and 6 men to the shore. Presently it returned with a communication from Major-General Forrest, saying that a large number of our wounded were suffering for the want of proper attention, saying that in the event certain stipulations (which he mentioned) were agreed to, that he would withdraw his forces to the outer works and give him possession of the fort until 5 p. m., occupying same under flag of truce for the purpose of burying the dead and removing the wounded. Captain Ferguson, knowing that the shells from his guns would necessarily explode among our wounded, causing a still greater loss of life to us, entered into an agreement with Major Charles W. Anderson, aid-de-camp to General Forrest, and acting under his authority, the purport of which was that on our part we would not disturb their men while gathering the small arms nor allow anything whatever to be removed from the battle field. On their part they were to allow us to land as many men as we might deem necessary to bury the dead and take the wounded off, they requiring one hour to withdraw their remaining armed forces to the outworks. At about 12 m. we commenced. Captain Ferguson signaled the *Platte Valley* to move up and come alongside, which she did do, and the wounded, some fifty-odd, placed on board. A list of their names I herewith append. The rebels rendered us efficient aid, facilitating as much as possible getting the wounded on board transport. Those wounded who could walk were generally brought down the bluffs, supported on either side by a rebel soldier. Too much praise can not be bestowed upon Captain Riley, as well as all other officers of the *Platte Valley*, for the manner in which they provided for the wounded, requiring the passengers to give up their staterooms, furnishing at once proper sustenance of food, and nourishing drinks to those who were unable to eat. There were a great many ladies on board who, God bless them, true to their nature, went at once to work alleviating as far as pos-

sible their sufferings. After the *Platte Valley* left, some 12 to 15 wounded were sent in from the Confederate camp. The United States naval hospital boat *Red Rover* landed, and Fleet Surgeon Ninian Pinkney, with his usual promptness, provided comfortable quarters for them, and with his little army of assistant surgeons soon had their wounds dressed. The names of those taken charge of by Surgeon Pinkney I did not get, the accompanying list being the names only of those sent to Cairo.

Now that the excitement is over, the thought of those charred bodies, together with the nausea occasioned by the burning human flesh, and the 200 or more dead bodies mangled, dying as they did, pleading for quarter, many with faces distorted with pain, eyes bayoneted, skulls broken, and some with bowels torn from the human casements, some so besmeared with blood and the flesh of comrades as to render them incog. to even their own fathers and mothers, it has so sickened me that I can write no more. Messrs. editors, I must add that in storming a fort where such desperate resistance is offered, that many, very many, must fall; but at Fort Pillow I have every evidence that instead of honorable warfare that the Confederates pursued that of indiscriminate butchery.

I have the honor to be, your humble servant,

N. D. WETMORE, JR.

Order of Fleet Captain Pennock, U. S. Navy, to Lieutenant Fitch, U. S. Navy, to proceed to Columbus, Ky., for cooperation in defense of that place.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., April 13, 1864.

SIR: Colonel Lawrence, commanding at Columbus, Ky., has informed the general commanding at this place that the rebel General Buford has demanded the surrender of Columbus and been refused.

You will proceed in the vessel under your command to Columbus and cooperate with the army in the defense of that place.

The gunboat *Fairy* is now there, and I will send the *Hastings* to you as soon as possible.

If you find it necessary to go to Hickman, you will do so. We have no troops there, and I am informed that the rebels go into and out of the place at will.

The river must be kept open at all hazards.

You are aware of the situation of affairs at this place and above, and as soon as your force, or a portion of it, can be spared let me have it.

When your services are no longer needed below here you will return to this place.

Very respectfully, your obedient servant,

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

Lieutenant-Commander LE ROY FITCH,

Commanding Eighth District Mississippi Squadron.

Report of Lieutenant-Commander Fitch, U. S. Navy, directing attention to Paducah as the probable point of attack.

U. S. S. MOOSE,
Columbus, April 13, 1864.

SIR: I have made enquiry on shore. The colonel commanding is now on board. We do not think it necessary that this boat and the *Hastings* should remain here, as the colonel feels himself perfectly able to hold the place in case of an attack. From every indication I believe yet that Paducah is to be the point of attack, or some intermediate point. I do not therefore think it advisable to call all the force down from Paducah. I would therefore suggest that you let Shirk know the state of affairs, and that you keep some gunboats at Cairo in readiness to proceed immediately to this point in case of necessity. I will leave the *Fairy* here, but I think it very necessary that I should go on down to Hickman, or even to Fort Pillow, with this boat and the *Hastings*. In case Pillow has been taken I can prevent the enemy from planting batteries on the river till sufficient reinforcements can be sent to reoccupy the place.

Do not send the *Fairplay* or any of my boats below Cairo unless it should be necessary for the protection of Columbus, or unless I require it, and not then unless they can be easily spared.

Tell Shirk to keep a bright lookout for Paducah and the Cumberland, for the boats to keep a vigilant patrol. The impression is that Pillow has gone up, but even if it has it will be our object to keep the enemy from planting heavy batteries on the banks to close the river.

I would also suggest that one dispatch boat be here, one at Cairo for you, and that Shirk keep the *Robb* for a dispatch boat for himself. Glassford must be ready to move; never mind the upper works. Keep him near you, so that you can send his boat where necessity requires.

In haste,

LE ROY FITCH,
Lieutenant-Commander, Comdg. 8th Dist. Mississippi Squadron.
Fleet Captain A. M. PENNOCK,
Cairo, Ill.

Report of Lieutenant-Commander Shirk, U. S. Navy, recapitulating the events in Seventh District.

U. S. S. PEOSTA,
Paducah, Ky., April 19, 1864.

SIR: I have the honor to make the following report, recapitulating the events that have transpired in the Seventh District Mississippi Squadron since the 28th of March, upon which date I wrote you an account of the battle of Paducah.

The rebels have troubled us at Paducah a great deal. Colonel Hicks, the commandant of the post, has no cavalry to scout the country with, and the consequence is we have no reliable information of the whereabouts of the enemy. The town is filled with absurd ru-

mors of vast numbers of rebels, with any quantity of artillery, marching upon the place. We have no warning of their approach until the pickets are driven in, and then ensue scenes of running and getting away from the town that my pen can not do justice to. It would be ridiculous, if it was not painful to witness. Every citizen who comes in from the country tells a tale of the rebels being in large force only a few miles from here, and then we have another big scare. These are everyday occurrences.

Small parties of the enemy are constantly prowling around in our neighborhood, but I do not believe that they intend anything more than stealing and conscripting.

On Sunday, the 10th instant, Acting Volunteer Lieutenant Thomas E. Smith, U. S. Navy, commanding the *Peosta*, discovered on board a trading boat lying at Brooklyn, in Illinois, about 3 miles below Paducah, five newly-made rebel uniforms. He totally destroyed the boat and its contents, save the uniforms, but unfortunately did not succeed in capturing the owner of the property. We may get him after all; and if we do, I will see that he has justice done him as soon as possible. I am fully convinced that the secession sympathizers in Illinois have been and are in collusion with their friends under Forrest.

On Monday, the 11th instant, I was informed that there was to be a demonstration made by the rebels upon this place and that it was certain. If this was true, I knew that the attack would be made in larger force than that of March 25th. I wrote to Captain Pennock that I would save the fort if possible, but that I thought Colonel Hicks ought to have more men. The result was that General Brayman sent up two old regiments to reinforce the fort, and Lieutenant-Commander Fitch very generously came on with five gunboats of the Eighth District, viz, *Moose*, *Brilliant*, *Fairplay*, *Victory*, and *Silver Lake*. We were ready and anxious for the enemy at daylight of the 12th, but he did not make his appearance. Captain Fitch left at night for Cairo. Between Mound City and Paducah we have established and kept up the following patrol, viz: From Paducah to Metropolis, the *Victory*; from Metropolis to Head of Chain, the *Silver Lake*; from Head of Chain to Caledonia, the *Brilliant*; from Caledonia to Mound City, the *Elfin*. The *Paw Paw*, *Tawah*, *Key West*, and *Robb* have been employed in conveying army transports up the Tennessee and in patrolling that river. The *Peosta* and *Fairplay* are guarding Paducah.

On the 14th instant the rebels made their appearance; this I reported to you in my letter of that date. I was not aware at that time of what I afterwards learned to be the case, that while the flag of truce was at the fort squads of the rebels entered the town and stole all the Government horses and some that belonged to private persons, thus violating the flag which we consider a sacred symbol.

On the night of the 15th instant a party of about 100 rebels fired from the Kentucky shore upon the gunboat *Victory*. This was a mile or so above Metropolis. They did no damage, but were severely punished by the *Victory*.

Last night, the 18th, the rebels fired upon our videttes, about 2 miles from the fort. The troops were got under arms and kept so until daylight, but nothing further came of it.

This morning I sent the *Brilliant*, *Robb*, and *Key West* up the Tennessee River.

I have the honor to be, sir, your most obedient servant,

JAMES W. SHIRK,

Lieutenant-Commander, Commanding Seventh District.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding U. S. Mississippi Squadron.

Report of Lieutenant-Commander Shirk, U. S. Navy, regarding threatened attacks upon Paducah and Columbus, Ky.

U. S. S. PEOSTA,

Paducah, April 14, 1864.

SIR: I have the honor to report that the rebel Buford drove in our pickets at this place about noon to-day and sent in a flag of truce, saying that he would give one hour to remove the women and children. The gunboats *Peosta*, *Key West*, *Fairplay*, and *Victory* took their positions in the river below and above the fort, ready to protect it.

The hour having passed, the enemy did not make the threatened attack. The gunboats shelled the upper part of Paducah and Jersey, where they were said to be, and drove them out. The rebels are now encamped at the fair grounds, outside of the city and out of range of our guns.

I do not believe that they will venture an attack while we have the present force at this place.

It does seem to me that it is a great shame that these marauders should be allowed to roam at will in this little corner of western Kentucky. They (the same party) made a demand for the surrender of Columbus yesterday, and drove the women and children out of that place to Cairo; to-day they did the same thing at Paducah.

Everything has been so unsettled in my district this past ten days that I have not had the opportunity or time to make such a report of my proceedings as I ought to have done.

I have the honor to be, sir, your most obedient servant,

JAMES W. SHIRK,

Lieutenant-Commander, Comdg. 7th Dist. Miss. Squadron.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Comdg. Mississippi Squadron, Flagship Black Hawk.

[Telegram.]

CAIRO, ILL., *April 13, 1864.*

Demonstrations are made on Columbus. but may mean Paducah. Keep your forces ready. Captain Shirk will stay with you. Let no boats come down.

M. BRAYMAN,

Brigadier-General, Commanding.

Colonel S. G. HICKS,
Paducah.

[Telegram.]

NASHVILLE, *April 13, 1864.*

Give me all the information you have relative to the attack on Columbus.

W. T. SHERMAN,
Major-General.

General BRAYMAN.

[Telegram.]

CAIRO, *April 13, 1864—8:30 p. m.*

The surrender of Columbus was demanded and refused at 6 this morning. Women and children brought away. Heavy artillery firing this forenoon. I have sent reinforcements. Paducah also threatened. No danger of either, but I think that Fort Pillow, in the Memphis district, is captured. General Shepley passed yesterday and saw the flag go down and thinks it a surrender. I have enough troops now from below and will go down if necessary to that point. Captain Pennock will send gunboats. If lost, it will be retaken immediately.

M. BRAYMAN,
Brigadier-General.

Major-General W. T. SHERMAN,
Nashville.

[Telegram.]

CAIRO, ILL., *April 13, 1864.*

Captain Pennock will telegraph you about the shell. Your ammunition went up. I fear it was carried by. All safe at Columbus. Fort Pillow said to have been taken.

M. BRAYMAN,
Brigadier-General, Commanding.

Colonel S. G. HICKS,
Paducah.

[Telegram.]

CAIRO, *April 14, 1864.*

Fort Pillow was taken by storm at 3 p. m. on the 12th, with six guns. The negroes, about 300, murdered after surrendering with their officers. Of the 200 white men 57 have just arrived and sent to Mound City. About 100 are prisoners and the rest killed. The whole affair was a scene of murder. The gunboats not returned. Forrest reported wounded and gone to Brownsville with prisoners, taking all the artillery. Nothing from below Pillow. Scouts bring rumor that Morgan is approaching Nashville.

M. BRAYMAN,
Brigadier-General.

Major-General W. T. SHERMAN.

Report of Acting Master Ferguson, U. S. Navy, commanding U. S. S. Silver Cloud, making statement regarding treatment of Federal troops at the capture of Fort Pillow.

U. S. S. SILVER CLOUD,
Off Memphis, Tenn., April 14, 1864.

SIR: In compliance with your request that I would forward to you a written statement of what I witnessed and learned concerning the treatment of our troops by the rebels at the capture of Fort Pillow by their forces under General Forrest, I have the honor to submit the following report:

Our garrison at Fort Pillow, consisting of some 350 colored troops and 200 of the Thirteenth Tennessee Cavalry, refusing to surrender, the place was carried by assault about 3 p. m. of 12th instant.

I arrived off the fort at 6 a. m. on the morning of the 13th instant. Parties of rebel cavalry were picketing on the hills around the fort, and shelling those away I made a landing and took on board some 20 of our troops (some of them badly wounded), who had concealed themselves along the bank and came out when they saw my vessel. While doing so, I was fired upon by rebel sharpshooters posted on the hills and one wounded man limping down to the vessel was shot.

About 8 a. m. the enemy sent in a flag of truce with a proposal from General Forrest that he would put me in possession of the fort and the country around until 5 p. m., for the purpose of burying our dead and removing our wounded, whom he had no means of attending to. I agreed to the terms proposed, and hailing the steamer *Platte Valley*, which vessel I had convoyed up from Memphis, I brought her alongside and had the wounded brought down from the fort and battlefield and placed on board of her. Details of rebel soldiers assisted us in this duty and some soldiers and citizens on board the *Platte Valley* volunteered for the same purpose.

We found about 70 wounded men in the fort and around it, and buried, I should think, 150 bodies. All the buildings around the fort and the tents and the huts in the fort had been burned by the rebels, and among the embers the charred remains of numbers of our soldiers, who had suffered a terrible death in the flames, could be seen.

All the wounded who had strength enough to speak agreed that after the fort was taken an indiscriminate slaughter of our troops was carried on by the enemy with a furious and vindictive savageness which was never equaled by the most merciless of the Indian tribes. Around on every side horrible testimony to the truth of this statement could be seen. Bodies with gaping wounds, some bayoneted through the eyes, some with skulls beaten through, others with hideous wounds, as if their bowels had been ripped open with bowie knives, plainly told that but little quarter was shown to our troops. Strewn from the fort to the river bank, in the ravines and hollows, behind logs and under the brush where they had crept for protection from the assassins who pursued them, we found bodies bayoneted, beaten, and shot to death, showing how cold-blooded and persistent was the slaughter of our unfortunate troops.

Of course, when a work is carried by assault there will always be more or less bloodshed, even when all resistance has ceased; but here there were unmistakable evidences of a massacre carried on long after

any resistance could have been offered, with a cold-blooded barbarity and perseverance which nothing can palliate.

As near as I can learn, there were about 500 men in the fort when it was stormed. I received about 100 men, including the wounded and those I took on board before the flag of truce was sent in. The rebels I learned had few prisoners, so that at least 300 of our troops must have been killed in this affair.

I have the honor to forward a list of the wounded officers and men received from the enemy under flag of truce.

I am, general, your obedient servant,

W. FERGUSON,

Acting Master, U. S. Navy, Commanding U. S. S. Silver Cloud.

Major-General HURLBUT.

Letter from Major-General Hurlbut, U. S. Army, to Lieutenant-Commander Pattison, U. S. Navy, desiring a gunboat reconnoissance to learn the facts regarding Fort Pillow.

HEADQUARTERS SIXTEENTH ARMY CORPS,
Memphis, Tenn., April 14, 1864.

DEAR SIR: It is important that the actual state of affairs at Fort Pillow should be ascertained. The best means of doing this is by reconnoissance made by the gunboats.

I am of the opinion that the enemy will not remain long, and will be much obliged if you will direct such movements on the part of the gunboats as will ascertain the fact of occupation or abandonment.

Very truly, your obedient servant,

S. A. HURLBUT,
Major-General.

Lieutenant-Commander PATTISON, U. S. Navy,
Commanding Naval Station, Memphis, Tenn.

Report of Brigadier-General Brayman, U. S. Army, forwarding statement of Lieutenant-Commander Shirk, U. S. Navy, regarding movements of Confederate forces in West Tennessee and Kentucky.

HEADQUARTERS DISTRICT OF CAIRO,
Cairo, Ill., April 20, 1864.

SIR: Captain Shirk, of the gunboat *Peosta*, a cool and intelligent officer, whose judgment is valuable, and whose trips up the Tennessee give him means of obtaining information, writes me as follows:

U. S. S. PEOSTA,
Paducah, Ky., April 19, 1864.

GENERAL: I have just been informed of a solution of the movements of the rebels in West Tennessee and Kentucky, which, if true, ought to be known to Major-General Sherman.

It is this: That Forrest is to hold this portion of these two States between Memphis and Paducah, while General Polk moves north and has secured a place upon the Tennessee River to cross, when he is to be joined by Forrest, and the combined force is then to cross and cut off the supplies of the army near Chattanooga. I am told it is a fact that General Polk is moving north.

Colonel Hicks tells me that he has information that there is an infantry force of rebels now at Paris, Tenn. These two reports would seem to corroborate each other.

I am, very respectfully, etc.,

JAMES W. SHIRK,
Lieut. Comdr., U. S. Navy, Comdg. 7th District Mississippi Squadron.

Very respectfully,

M. BRAYMAN,
Brigadier-General, Commanding.

Major-General W. T. SHERMAN,
Commanding Military Division of the Mississippi.

P. S.—I am securing affidavits in relation to the Fort Pillow affair, and find the facts as stated in press substantiated.

Report of Major Anderson, C. S. Army, regarding disposition of killed and wounded under flag of truce at Fort Pillow.

HEADQUARTERS FORREST'S CAVALRY,
Jackson, Tenn., April 17, 1864.

MAJOR: Having been ordered by the major-general commanding on the morning succeeding the battle of Fort Pillow (13th instant) to return to the fort and make some disposition of the wounded Federals, and to see that the dead were buried, etc., I took with me 3 men of the escort, and when within 2 miles of the fort I met with General Chalmers and asked his permission to take with me Captain Young, a captured Federal officer, whose presence I thought would assist me in obtaining the delivery of a message to the officers commanding the gunboats, who were then engaged in shelling the hills around the fort.

On nearing the river I raised the white flag and proceeded immediately to the bank of the river. The firing ceased and the officer on deck asked what was wanted. He was requested to send his small boat ashore, which he did. Ascertaining the name of the officer in command, as well as the name of the vessel, I sent him the communication marked "A,"* hereto appended, and in a short time received the reply marked "B."* After its delivery to me the vessel hauled down the United States colors, ran up a white flag, and landed. Details were immediately sent out to bring in the wounded, a list of them being taken as they were passed aboard the vessel, a copy of which, with the acknowledgment of the agreement and receipt of the commanding officer of the gunboat, is appended, marked "C."

About 10 a. m. several transports and gunboats, both upward and downward bound, approached, and leave was asked to land one of the transports for the purpose of placing the wounded on her, which would save the necessity of their being again transferred. A message from another was also received, asking permission to land, as she had on board the families of some of the officers and men of the fort and desired to know their fate. Believing it proper and right in both cases that the request should be granted, I drew up an article,

* See pp. 223, 224.

which was signed by Acting Master Ferguson and myself, in which it was stipulated that the flag of truce should remain in full force and effect until 5 p. m.; that all Confederate troops should be withdrawn to the outerworks in order to give those interested in the burial of the dead and removal of the wounded an opportunity of doing so without a chance of molestation. This agreement was submitted to and approved of by General Chalmers, after which the vessels were permitted to land, and all who desired to do so visited the fort, and extra details were sent out for the wounded. A detail sent down by Brigadier-General Chalmers to bury the remaining dead were near the fort when I reached there. The officer reported that he was unable to perform the duty, owing to the constant fire of the gunboat, which prevented them from approaching the river. The work was completed by 4 o'clock, when I withdrew my flag to the top of the bluff and proceeded to burn all unconsumed houses and tents around the fort. The *Silver Cloud* rounded out, and, when three-quarters of a mile below the fort, lowered the white flag, ran up United States colors, and was soon out of sight.

I am, major, very respectfully, your obedient servant,
 CHAS. W. ANDERSON,
Aid-de-Camp.

Major J. P. STRANGE,
Assistant Adjutant-General.

[Enclosure.]

HEADQUARTERS FORREST'S CAVALRY,
Fort Pillow, April 13, 1864.

Referring to the copy of communication attached, the following-named officers and privates* are acknowledged to have been received under the proposition made, and their parole is hereby acknowledged.

I hereby acknowledge to have received from Major-General Forrest 2 first and 1 second lieutenants, 43 white privates, and 14 negroes.

W. FERGUSON,
Acting Master, Commanding U. S. S. Silver Cloud.

Letter from Major-General Forrest, C. S. Army, to Major-General Lee, C. S. Army, desiring his cooperation in securing facts to refute the statements of the Northern press regarding the so-called massacre at Fort Pillow.

HEADQUARTERS FORREST'S CAVALRY,
Tupelo, Miss., May 16, 1864.

GENERAL: So much has been said by the Northern press in regard to the engagement at Fort Pillow that, at the suggestion of Colonel Brent and others, I have sent Judge Scruggs down for the purpose of conversing with and procuring the statements of Captain Young and other Federal officers in regard to the matter. They are survivors of the so-called massacre, and Captain Young, who received

* List not published.

and delivered the correspondence relative to the demand for surrender, was also with my aid-de-camp, Captain Anderson, with flags of truce on the day succeeding the capture in delivering the wounded on board the U. S. vessels. I respectfully suggest, therefore, that you furnish Judge Scruggs with such papers as will enable him to make the examination desired, as it may prove important; and inasmuch as the investigating committee appointed by the Federal President have reported, a communication to Confederate authority may be made on the subject, and it is due to my command to place at the command of the War Department all the facts in the premises.

I am, general, very respectfully, etc., your obedient servant,
 N. B. FORREST,
Major-General.

Major-General S. D. LEE,
Demopolis, Ala.

Letter from Captain Young, U. S. Army, to Major-General Forrest, C. S. Army, regarding treatment of Federal killed and wounded.

CAHABA, ALA., *May 19, 1864.*

GENERAL: Your request, made through Judge P. T. Scruggs, that I should make a statement as to the treatment of Federal dead and wounded at Fort Pillow has been made known to me. Details from Federal prisoners were made to collect the dead and wounded. The dead were buried by their surviving comrades. I saw no ill-treatment of the wounded on the evening of the battle or next morning. My friend, Lieutenant Leaming, adjutant Thirteenth Tennessee Cavalry, was left under the sutler's store (near the fort); also a lieutenant of Sixth U. S. Artillery; both were alive next morning and sent on board U. S. transport among many other wounded. Among the wounded were some colored troops. I do not know how many.

I have examined a report said to have been made by Captain Anderson, aid-de-camp, to Major-General Forrest, appendix to General Forrest's report, in regard to making disposition of Federal wounded left on the field at Fort Pillow, and think it is correct. I accompanied Captain Anderson on the day succeeding the battle to Fort Pillow for the purpose above mentioned.

Very respectfully, your obedient servant,

JOHN T. YOUNG,
Captain, Twenty-fourth Missouri Volunteers.

Major-General FORREST, C. S. Army.

Letter from Major-General Rosecrans, U. S. Army, to Rear-Admiral Porter, U. S. Navy, suggesting that a good detective officer be stationed at Memphis to aid in restriction of contraband trade.

HEADQUARTERS DEPARTMENT OF THE MISSOURI,
 ST. LOUIS, Mo., *April 13, 1864.*

SIR: Personal experience in this department has fully satisfied me of the very great importance of having an able and thoroughly reli-

able detective officer at Memphis. With such an officer there, having a clear and full understanding with the provost-marshal-general of this department, I am persuaded that the contraband trade and travel on the river between here and Memphis could be broken up and a great public good accomplished. Permit me, therefore, to suggest the propriety of authorizing Lieutenant J. B. Devoe, who is now here, to take up his quarters for a while at Memphis and take charge there of the duties indicated.

I am, sir, very respectfully,

W. S. ROSECRANS,
Major-General.

Admiral D. D. PORTER.

[Telegram.]

St. Louis, Mo., April 13, 1864.

Many circumstances convince me it would be of high importance to put Devoe at Memphis to operate in concert with our provost-marshal-general here.

We have the coal gang in hand, but there is higher game.

W. S. ROSECRANS,
Major-General.

Commodore D. D. PORTER,
Care Captain Pennock.

Report of Commodore Hull, U. S. Navy, regarding the completion of the U. S. S. Winnebago.

St. Louis, Mo., April 15, 1864.

SIR: The gunboat *Winnebago*, having been tried and examined and found to be finished in a thorough and satisfactory manner, will leave here to-morrow, with Chief Engineer King on board, for delivery at Cairo, for service in the Mississippi Squadron.

At the request of Mr. King I have ordered Acting First Assistant Engineer Simon Shultice to go down in the *Winnebago* on account of his intimate knowledge of the machinery of the patent turret.

I am, very respectfully, your obedient servant,

J. B. HULL,
Commodore, Superintending.

COMMANDING OFFICER U. S. SQUADRON,
Cairo, Ill.

Report of Lieutenant-Commander Foster, U. S. Navy, making reference to capture of Fort Pillow, Tenn., and expedition in Ouachita River.

U. S. S. LAFAYETTE,
Mouth of Red River, April 15, 1864.

SIR: The enclosed communication of Captain Pattison,* addressed to you, was handed me by Captain Birch, of the *General Lyon*.

* See page 221.

From the verbal reports of affairs at Fort Pillow I felt justified in reading the dispatch, and hope it will meet your approval.

I shall immediately proceed to Memphis with the *Choctaw*, *La-fayette*, and *Avenger*, leaving Captain Wilson in command here with the *Ouachita*, *General Bragg*, *Kenwood*, and *Little Rebel*. The *Signal* can be called on if necessary, being now at Bayou Sara.

I shall not make a detailed report of the expedition up the Ouachita [River] until I have more time. We brought with us between twenty-five hundred and three thousand bales cotton and nearly eight hundred contrabands; burned the court-house, railroad depot, and bridge at Monroe, and proceeded up the river as far as Ouachita City. We met with no losses of any kind, and, from the short time we remained, accomplished fully as much as we anticipated at starting.

We have also a few prisoners and a considerable number of refugees, of all of which I will give a correct account.

The *General Lyon* is now here, and I will order her to remain until I find that it is safe for her to proceed to Cairo.

I am, sir, very respectfully, your obedient servant,

JAS. P. FOSTER,

Lieut. Comdr., U. S. N., Comdg. 2d Dist. Mississippi Squadron.

Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron.

Report of Lieutenant-Commander Pattison, U. S. Navy, referring to the small force present at Memphis for protection of that place.

U. S. NAVAL STATION,
Memphis, Tenn., April 16, 1864.

SIR: Since my last report the U. S. gunboat *Silver Cloud* arrived here for slight repairs upon her furnaces, which were completed in the course of two days. The *Ike Hammitt*, with a barge load of cotton from Red River, also with a barge from the *General Lyon*, loaded with cotton and several pieces of ordnance, was sent up the river, convoyed by the *Silver Cloud* above Fort Pillow, and turned over to gunboats above that point for convoy to Cairo.

General Hurlbut informs me that he has only about 4,000 men for the protection of this place, and the enemy have, as near as can be ascertained, between ten and fifteen thousand men within striking distance of the city. One portion of this force is south and another north and east of Memphis.

George Woods, the pilot of the *Queen of the West*, whom I wrote to you about, has just been arrested, and is held by the provost-marshal, subject to your orders.

Respectfully, your obedient servant,

T. PATTISON,

Lieutenant-Commander, Commanding Naval Station.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Order of Commander Townsend, U. S. Navy, to Lieutenant-Commander Greer, U. S. Navy, commanding U. S. S. Benton, regarding ordering of vessels to proceed to Fort Pillow, Tenn., and to Red River.

U. S. IRONCLAD ESSEX,
Red River, April 17, 1864.

CAPTAIN: I have just received orders from the admiral to proceed without delay to Fort Pillow (captured by the rebels), taking with me the *Benton*, *Choctaw*, *Lafayette*, and *Avenger*. He directs me to press into service any steamers to assist. I learn that the *Lafayette* and *Choctaw* have already pushed on. As you are slow, like us, press a steamer to tow you up as I shall do as soon as I reach the mouth of the river.

Send down all the tinclads you can spare from your district, with orders to report to Captain Breese at the mouth of Black River without delay. The admiral wants them for service with him up Red River, protecting the army.

Send the *Torrence* also with all speed to report at mouth of Red River. Captain Richardson, who will deliver this, will give you the news. If I happen to get a powerful steamer to tow us, I may chance to overhaul you before you get up to Fort Pillow.

Yours, in great haste,

ROBERT TOWNSEND,
Commander, U. S. Navy.

Lieutenant-Commander JAMES A. GREER, U. S. Navy,
Commanding U. S. Ironclad *Benton*.

P. S.—As you may not feel well enough to write, I have given Captain Richardson orders for the *Torrence*.

R. T.

Instructions from Rear-Admiral Porter, U. S. Navy, to Commander Townsend, U. S. Navy, for protection of Fort Pillow and patrol of the Mississippi River.

U. S. [S. BLACK HAWK],
Mouth of Red River, April 17, [1864].

MY DEAR SIR: On leaving Alexandria yesterday the admiral talked very freely with me about matters below here and told me to write you what he said if I did not see you. He wishes you to go to Fort Pillow and to remain in that neighborhood at your discretion, and also wished me to say to you that he contemplated repairing your vessel at Memphis and that he should write you, giving full directions as soon as he could find time. The admiral wishes me to impress upon you the necessity of looking out for the strong places on the river, and that if you did not deem the presence of the *Choctaw*, *Lafayette*, and *Benton* essential to send them to their stations.

From reports above I judge there is no great necessity of those vessels, and that you can, with the tinclads, keep the river free from obstruction. I would therefore urge the return of the *Benton* as soon as possible to Natchez and the *Lafayette* to Bayou Sara; the *Choctaw* also to return to this place as soon as you can dispense with her services.

The *Signal*, just up from below, reports a disposition on the part of the rebels to molest transports on the Mississippi bound for Alexandria; they have three pieces of artillery. I have ordered the *Ouachita* to patrol in this neighborhood, which order was confirmed by one just received from the admiral to that effect. My orders are to remain at Black River in Red and that the *Avenger* and *Vindicator* are to report to me at that place. As so many of the tinclads are withdrawn from the Mississippi, your good judgment will see the necessity of keeping the prominent places safe by the presence of an ironclad, and which, with the assistance of a vessel or two to patrol the intermediate spaces, will keep open all communications. It would be disastrous to Banks' already demoralized army to have them even think that their supplies were cut off. Another point I would mention also. It is generally believed that Banks seeks but an excuse to withdraw his army and leave the gunboats deposited along the river from Grand Ecore to Alexandria to their fate. The admiral is using all his exertions to get them to the falls at least, and as many this side of it as possible, and Banks is somewhat afraid that the admiral may abandon him. All this I write you that you may see things as the admiral told me very nearly, and your own good judgment will do the rest. As Captain Phelps can not look out for his district, I think you should have no hesitation in disposing of his vessels as you deem best. The *Covington* has been ordered to report to the admiral, the *Price* to me; the latter to patrol between here and Natchez, and on her arrival the *Champion* will go up Red [River]. The carpenters' shops have been ordered to Natchez, and there should be responsible officers there to conduct matters. I have written to Greer to await your arrival and consult with you about the matter, and in the case of your being ahead to use his discretion about returning to Natchez. Will you say to Mr. Stewart, on the *Lancaster*, that I am instructed by the admiral to convoy vessels up Black River after cotton and that I will (as soon as I get the gunboats) send him up when he arrives. The above you will understand are the views as expressed by the admiral.

Most truly, yours,

K. R. BREESE,
Lieutenant-Commander.

Commander TOWNSEND,
Commanding Essex, etc.

Instructions from Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Wilson, U. S. Navy, commanding U. S. S. Ouachita, for cooperation with Commander Townsend, U. S. Navy, at Fort Pillow or elsewhere as necessary.

U. S. S. BLACK HAWK,
Near Fort De Russy, Red [River], La., April 18, 1864.

SIR: Proceed without delay to Memphis, communicate with Lieutenant-Commander Pattison relative to the troubles at Fort Pillow, and be guided in your actions afterward by such information as he may give you.

When you fall in with the *Essex*, say to Captain Townsend that the admiral's instructions are for him to proceed to Fort Pillow

with the *Choctaw*, *Lafayette*, and *Benton*, also the *Ouachita*; that in the event of all fears ceasing as to the blockade of the Mississippi River, that the *Benton* is to return to Natchez and the *Choctaw* and *Lafayette* to their stations.

That the admiral has in contemplation the repair of the *Essex* at Memphis, and in the meantime that she may remain at or near that place, as Captain Townsend may deem most expedient.

That Captain Townsend may keep any or all of the above-named vessels, should he deem it necessary, with him, but that the admiral would impress upon him the importance of having points on the lower Mississippi well guarded and the ironclads available.

Also that the admiral instructed me to issue instructions as above and to sign them as by his order.

You will also say that the admiral has directed that the *Avenger* and *Vindicator* be ordered to report to me without delay.

Respectfully, etc., your obedient servant,

K. R. BREESE,
Lieutenant-Commander, Commanding.

Lieutenant-Commander BYRON WILSON,
Commanding Ouachita.

Letter from Fleet Captain Pennock, U. S. Navy, to Lieutenant-Commander Pattison, U. S. Navy, regarding the convoy of steamer Ike Hammitt by the U. S. S. New Era.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., April 18, 1864.

SIR: The *New Era* arrived here yesterday afternoon. Her commanding officer informs me that he received a verbal order from you by the commanding officer of the *Silver Cloud* to convoy the *Ike Hammitt* to the next gunboat above Fort Pillow. In consequence of there not being a gunboat above Fort Pillow, except the one stationed at Columbus, the *New Era* continued on until she reached this place.

Unfortunately the *Ike Hammitt* ran into her, disabling part of her battery, and she was obliged to come to this place for repairs. I regret that the *New Era* was ordered from the station designated by the admiral, as thereby my combinations have been disarranged.

Very respectfully,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Lieutenant-Commander THOMAS PATTISON, U. S. Navy,
Commandant Naval Station, Memphis, Tenn.

Order of Lieutenant-Commander Breese, U. S. Navy, to Lieutenant-Commander Wilson, U. S. Navy, commanding U. S. S. Ouachita, defining the district of the latter.

U. S. S. BLACK HAWK,
Mouth of Red River, April 19, 1864.

SIR: You will take charge of the district lying between this place and Baton Rouge, going to such places as may, in your opinion, be

most useful in keeping the river free from roving bands of guerrillas, etc.

Respectfully, etc.,

K. R. BREESE,

Lieutenant-Commander, Commanding.

Lieutenant-Commander BYRON WILSON,
Commanding Ouachita.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Ensign King, U. S. Navy, for the command of U. S. S. Little Rebel.

APRIL 19, 1864.

SIR: You are hereby detached from the U. S. S. *Red Rover*, and you will report to the commanding officer of the U. S. S. *Little Rebel* for duty and command of that vessel.

By order of David D. Porter, rear-admiral:

K. R. BREESE,

Lieutenant-Commander, U. S. Navy.

Acting Ensign CHARLES KING,
U. S. S. Red Rover.

[Telegram.]

HAYNES' BLUFF, *April 19, 1864.*

(Received 10 a. m., 23d, via Vicksburg.)

You will remain at Snyder's Bluff until further orders and render any assistance in your power to P. B. Fouke in the prosecution of the duties upon which he is engaged.

You will be particular not to let this order conflict with any you may have received from the admiral.

Very respectfully, your obedient servant,

JAS. P. FOSTER,

Lieut. Comdr., U. S. N., Comdg. 2 Dist. Mississippi Squadron.

Acting Ensign J. W. CHAMBERS,
U. S. S. Prairie Bird.

General report of Lieutenant-Commander Breesé, U. S. Navy, after arrival at the mouth of Red River.

U. S. S. BLACK HAWK,

At Mrs. Acklin's, Mississippi River, April 19, 1864.

DEAR SIR: I arrived to-day safely, thanks to a splendid pilot I picked up at Alexandria. His name is Hughes, in the quartermaster's employ, and is a first-rate man. I found the *Ouachita* aground at Fort De Russy; pulled her off and brought her down with me. I anticipated your instructions brought me by the *Thistle* with regard to the *Ouachita*, and she is now cruising as directed. All the ironclads

have gone up the river. This goes by the *Signal*. The *Kenwood* and *Forest Rose* follow immediately after. I should like the *Forest Rose* sent to me at Black River, if you don't want her. The next tinclad I get will go to Fort De Russy. The *New National* I found just above Black River. I brought her down. She is full of stores, and all the vessels that go up will take all they can; all are full here. *Red Rover* and *Judge Torrence* are here. I send by *Kenwood* all the 32-pounder ammunition I can raise. There is plenty on the *Great Western*, but I don't want to send you ammunition until I hear something more definite. The Mississippi is rising rapidly; the backwater extends above Black River, and at Fort De Russy the water is about the same as when we were there first—7 feet on Snaggy Point Bar we carried over and $7\frac{1}{2}$ by boat sounding it out. Fort Pillow was only held by Forrest for fourteen hours. Pattison thinks they are going to come in on the Mississippi River below Memphis. All quiet along the whole river now. The *Signal* had a skirmish at Bayou Sara, which the captain will report. I have no key to the letter bag, so can't relieve you of anything there, but hear of a considerable amount that the *Red Rover* brought down. I have instructed the captain of *Signal* to retain the bags, to be forwarded to you only by gunboat, and to report his arrival to you the best way he can from Alexandria. The box of glass from Brown has arrived. I've not yet had time to examine it. Pinkney sends you a box of truck, which, being precious, goes with the mail bags. The *Kenwood* takes up medicines for the fleet above, and I shall try to send you some ice. Captain Flye goes up in her, just ordered out to report to you. Captain Wright goes up in the *Signal*; he makes a very fair story. Selfridge's official report of the fight with Green got to me somehow just as I was leaving. Shall I forward it to the Secretary? I have had it copied. Nothing whatever has been done to the *Cincinnati* since the *Red Rover* went on the ways. I shall write to Townsend what you told me about his vessel, the *Choctaw*, *Lafayette*, and *Benton*. Bayou Sara is a bad place; ought to have Foster's tender care. Natchez is now without a gunboat, and I understand the *Wilson* is ordered to leave the carpenter shops there. I shall impress upon Captain Townsend the necessity, as you told, of looking out for the strong places, and if the *Benton* is not needed—and she certainly is not—that she ought to return there at once; also the *Lafayette* and *Choctaw* to their stations. I shall tell him about his repairs, etc., at Memphis; that is, that you have them in contemplation, and that therefore he is to remain. The *Signal*, if you do not require her, would, I think, be most advantageously employed at Bayou Sara, as the captain is up to all the dodges employed about there, and in the way of getting a deal of useful information. He says that the rebs have somewhere in this neighborhood two brass pieces and a rifled piece, just taken from our forces out of Port Hudson. The story is that they were coming into Tunica. Wilson has the run of them and will keep a good lookout. The *Vindicator* had not arrived at Cairo.

Yours, respectfully,

K. R. BREESE,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER, U. S. Navy.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Wright, U. S. Navy, commanding U. S. S. Avenger.

APRIL 20, [1864].

SIR: At the receipt of this, you will report to me with the vessel under your command at the mouth of Black River.

By order of Rear-Admiral D. D. Porter, Commanding Mississippi Squadron:

Respectfully, etc., your obedient servant,

K. R. BREESE,

Lieutenant-Commander, Commanding.

Acting Volunteer Lieutenant CHAS. A. WRIGHT,

Commanding U. S. S. Avenger.

Order of Commander Townsend, U. S. Navy, to Lieutenant-Commander Greer, U. S. Navy, to return to Natchez and resume the duties of his district.

U. S. IRONCLAD STEAMER ESSEX,

Natchez, April 20, 1864—3:30 a. m.

CAPTAIN: Captain Ramsay, with the *Choctaw*, has just arrived. The information he brings convinces me that the necessity that existed for our presence up the river has passed away. You will therefore return to Natchez and assume again the duties of your district. This is conformable to orders the admiral sent me just before he received the news of the capture of Fort Pillow, orders which I now regard as revived. The admiral also instructs me to inform the division commanders "that all the ordinary dispatches, etc., for me are to be sent to Captain Breese, who has been directed to attend to them in my absence."

I shall return to Donaldsonville in the morning. The *Lancaster* No. 4 was thirty-three hours assisting us up from the mouth of Red River.

I remain, very respectfully, your obedient servant,

ROBERT TOWNSEND,

Commander, U. S. Navy.

Lieutenant-Commander JAMES A. GREER, U. S. NAVY,

Commanding U. S. Ironclad Benton.

Order of Rear-Admiral Porter, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, regarding U. S. S. Vindicator.

APRIL 20, [1864].

SIR: Admiral Porter directs that the *Vindicator* shall report to me as soon as she is completed.

Respectfully, etc., your obedient servant,

K. R. BREESE,

Lieutenant-Commander, Commanding.

Captain PENNOCK,

Commanding Naval Station, Cairo, Ill.

*Order of Rear-Admiral Porter, U. S. Navy, to Fleet Captain Pen-
nock, U. S. Navy, regarding Red River cotton.*

U. S. [S. BLACK HAWK],
Mouth of Red River, April 20, [1864].

SIR: The admiral directs that you retain 1,000 bales of the cotton sent up to meet the claims of loyal persons claiming to be owners thereof.

Respectfully, etc., your obedient servant,

K. R. BREESE,
Lieutenant-Commander, Commanding.

Captain A. M. PENNOCK,
Captain Fleet and Commandant Station.
"Red River cotton."

Report of Lieutenant-Commander Shirk, U. S. Navy, requesting increased force for protection of Paducah and the Tennessee River.

U. S. S. PEOSTA,
Paducah, Ky., April 20, 1864.

SIR: As it seems much more than likely that the coming spring and summer are to be very lively in this district of the squadron under your command, I respectfully request that a few more vessels may be assigned to me. The *Tawah* and *Paw Paw* are miserable boats at their best, and doubly so now, as they both sadly need repairs.

Fleet Paymaster Dunn will soon call for the *Robb*, and just at a time her services as a dispatch boat are invaluable in this district.

I do not see how I am to guard Paducah and the Tennessee River, as they ought to be taken care of with the boats now belonging to the seventh district. I will, however, do my best.

Hoping that you may find it not incompatible with the interest of the squadron to grant my request,

I have the honor to be, sir, your most obedient servant,

JAMES W. SHIRK,
Lieutenant-Commander, Commanding Seventh District.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding U. S. Mississippi Squadron.

Report of Acting Volunteer Lieutenant Richardson, U. S. Navy, commanding U. S. S. General Price, regarding special duty performed in delivery of dispatches.

U. S. S. GENERAL PRICE,
Mouth White River, Ark., April 20, 1864.

ADMIRAL: In obedience to your orders of the 16th instant, I have respectfully to inform you that I communicated with Commander Townsend and took his dispatches in regard to the light-draft vessels to the mouth of Red River and from thence proceeded to Vicksburg with dispatches.

Upon my arrival at that place General McArthur detailed a staff officer as bearer of dispatches to General Sherman, whom I brought as far as the mouth of White River, transferring him to a passenger boat bound for Cairo.

On my arrival at White River, in the absence of Lieutenant-Commander Prichett, I ordered the *Covington* to proceed to you without delay, giving her one of my pilots to facilitate her dispatch.

I will remain at this station in the absence of a gunboat until Lieutenant-Commander Prichett's return, when I will regain my station at the mouth of Red River and await your orders.

Very respectfully, your obedient servant,

J. F. RICHARDSON,
Acting Volunteer Lieutenant, Commanding.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Red River.

Report of Lieutenant-Commander Fitch, U. S. Navy, regarding expedition to Hickman, Ky., and Island No. 8.

U. S. S. MOOSE,
Cairo, April 20, 1864.

SIR: I have the honor to report that agreeable to your instructions I visited Hickman, Ky., yesterday evening to see the true state of affairs. When we made our appearance there were some 30 or 40 rebels in town, but they got out before we were able to get out on the roads to cut them off. I fired one shell after them as they went over the hills.

I sent the *Reindeer* ahead of me below town, where she landed and picketed the woods. I landed above with men from this vessel and the marines, and at once picketed the roads leading out of town in this direction, after which I searched the place, but am sorry to say I found nothing of importance.

I learned, though, that the rebels have been in the habit of visiting Hickman in squads of from 30 to 40 every day, but I do not think they belong to any regularly organized force, but are a set of miserable horse thieves and robbers.

In the evening I was told that there were three notorious characters on No. 8 Island. I ran down during the night to find them, but they had left and gone over onto the Missouri shore. I followed them down some 3 or 4 miles, but they had made their escape. From what I can learn they are raising a guerrilla company.

I got back to Hickman during the night. There were again some 20 guerrillas in town, but they left before we got landed. I brought away with me such Union people as wished to leave, and gave the citizens to understand that if there was even a musket fired at any transport or other boat the town would at once be destroyed.

From what I can learn, Forrest and the other rebel generals are making toward Jackson, Tenn., with a view of getting out of this part of the country. Of course, the Army knows more of the truth of this than we do.

Although our landing did not effect anything of much importance, yet I think it will have the effect to keep the greater portion of these

outlaws from the river, where they know it is our disposition to hunt them out.

In conclusion I would say that there are very few loyal citizens in Hickman; the place is decidedly rebel.

Very respectfully, your obedient servant,

LE ROY FITCH,

Lieutenant-Commander, Comdg. 8th Dist. Miss. Squadron.

Fleet Captain A. M. PENNOCK,

Commandant of Naval Station, Cairo, Ill.

Report of Lieutenant-Commander Greer, U. S. Navy, of arrival at Natchez on withdrawal of orders to proceed to Fort Pillow, Tenn.

U. S. S. BENTON,

Off Natchez, April 21, 1864.

SIR: I have the honor to report the arrival of this vessel at this place last night. I was 75 miles above Natchez on my way to Fort Pillow when I received the order to return to my station.

I pressed into service and employed for 14 hours the steamboat *Big Grey Eagle*. I have sent the *Forest Rose* from this district to report to Captain Breese.

Very respectfully, your obedient servant,

JAS. A. GREER,

Lieut. Comdr., Comdg. Benton and 4th Dist. Miss. Squadron.

Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron.

Attack upon United States steamers Petrel and Prairie Bird at Yazoo City, Miss., April 21 and capture of U. S. S. Petrel April 22, 1864.

Reports of Acting Master McElroy, U. S. Navy, commanding U. S. S. Petrel.

U. S. S. GUNBOAT PETREL,

Above Yazoo City, April 21, 1864.

SIR: I have the honor to report the part taken by this vessel in today's action in compliance with a dispatch from Brigadier-General McArthur (please find copy enclosed):

I moved up the river in company with land forces. At 1 p. m., at the request of Colonel Scofield, I left the troops at Liverpool Bluffs, 20 miles below Yazoo City, with this vessel, followed by the *Prairie Bird* and transport *Freestone*, as dispatch boats, to go up and draw the fire of the enemy and divide their forces, if there. 2:40 p. m., stopped at a plantation to make enquiries in regard to numbers of the enemy. 2:50, moved up to within 1,200 yards of the city and came alongside of bank, so as to communicate verbally with commanding officer of *Prairie Bird*, giving him orders not to come above the wreck of the *Baron de Kalb*. Not seeing any enemy in sight (3:30 p. m.), moved up very slow. Seeing a crowd of women and children on the levee, from what information I received below,

I thought the place evacuated. At 4 p. m., when opposite the city, where the river makes a sharp turn, the enemy opened on me with four guns from the bluffs. I opened on them with my starboard battery; at the same time made signal to *Prairie Bird* to commence action, which she did. Finding myself under a heavy fire, and the pilot, Mr. John Armstrong, said that the vessel could not be backed down safely under such a fire, I ordered him to go ahead and pass the city and take their fire; when out of range, to turn around and come down again. While running stern to them they fired 15 shots at me, but did not strike the vessel. After turning around, I saw that the *Prairie Bird* had dropped below out of range. Not deeming it prudent to run by until I found out what was the matter with her, I sent a dispatch to Colonel Scofield, telling him that from what information I received there were not 1,000 men (on this side of the Big Black River) of the enemy. This dispatch I sent by transport *Freestone*. At 5 p. m. I found, by verbal report, that the *Prairie Bird* was partially disabled, but that the commanding officer would do his best to assist me when I ran by the batteries if the troops did not come to my assistance. I have a code of signals by whistles established with *Prairie Bird*; all hands at quarter. The enemy, by their actions, think it was intentional on my part to run by their batteries to cover the landing of troops above the city. I am expecting the transport will return every moment with an answer to my dispatch to Colonel Scofield.

I have the honor to be, very respectfully, your obedient servant,

THOMAS McELROY,

Acting Master, Comdg. Petrel and Naval Forces, Yazoo River.

Acting Rear-Admiral LEE [PORTER],

Commanding Mississippi Squadron, Cairo, Ill.

[Endorsement.]

Received November 2, 4 p. m.

[Enclosure.]

HEADQUARTERS DISTRICT OF VICKSBURG, MISS.,

April 18, 1864.

CAPTAIN: An expedition under command of Colonel Scofield starts from Haynes' Bluff for Yazoo City to-morrow (Tuesday), marching by land. You will please move up and cooperate with them, calculating to reach Yazoo City on Thursday night; afterwards patrolling the river sufficiently to keep open communication between that point and this place. You can communicate with General Scofield before starting as to his probable camping places on the way up.

Your most obedient servant,

J. McARTHUR,
Brigadier-General.

Captain McELROY,

Commanding Gunboats, etc., at Haynes' Bluff.

P. S.—Steamboats properly cleared approved by me will be allowed to proceed up the river under your protection.

J. McARTHUR,
Brigadier-General.

WOODBRIDGE, N. J., *October 24, 1864.*

SIR: It is my painful duty to report to you the loss of the gunboat *Petrel*, under my command, at Yazoo City, April 22, 1864. The troops not coming up that morning, I began to feel anxious for my command. I kept up communication with the *Prairie Bird* by land all the forenoon. At 11 a. m. made out the enemy falling back on the city and passing out of sight, and I could not tell where they had gone, not hearing or seeing anything of our land forces. I called most of the officers together to obtain their opinions in regard to the intentions of the enemy. I told them that we would keep moving up and down, so as to mislead the enemy. At 1 p. m. moved up $2\frac{1}{2}$ miles and sent one watch on shore to get rails to protect the boilers and run so as not to make any smoke, the other watch remaining at the guns. I ordered the executive officer, Acting Ensign M. E. Flanigan, to keep the pilot in the pilot house and engineers on duty at the engine; also that he was to attend to getting the rails on board, so that the officers of the deck could look out, with the quartermaster and the sentries, for the enemy on the opposite side of the river. At 2:20 p. m. left the deck and went to dinner, with orders to executive officer to get underway as soon as the rails were got on board. I had just got up from the table and went on deck when the enemy opened fire upon us with two rifle 12-pounders (Parrott) at 400 yards distance astern, and out of our sight for the undergrowth. I opened fire with my starboard battery, but they could not be trained far enough astern to reach their guns. At the same time I started the vessel ahead so as to get out of range and turn around, so that my guns would bear on the enemy's guns, but the pilot did not get the wheel shifted soon enough, so that she made about 200 yards and stopped. While trying to back her off a shot passed through the stern, cutting off the steam pipe and disabling the engine. About this time a shot passed through the magazine, cutting off the legs of Charles Seitz, gunner's mate. This silenced my guns for a few minutes, because I had nobody fit to take his place, as one of the quarter gunners was already dead. I ordered Acting Master's Mate Lysander C. Ball (in charge of powder division) to take his place in the magazine, which he did. Our fire at this time was very slow, as the sharpshooters were firing at the loaders, the aftergun being dismounted, and none of them could be brought to bear on the enemy's guns. The officers of divisions, Acting Ensign Shepley R. Holmes, in charge of the first division, failed to encourage his men; also Acting Master's Mate Jesse W. Foster, in charge of second division, and the executive officer, Acting Ensign Michael E. Flanigan, behaved very badly, and the men began to fall back from the guns. I told the acting first assistant engineer, Arthur M. Phillips, to be ready with his division to fire the vessel when we could not fight her any longer. I ordered the most of the men to be armed with rifles. At this time a shot came through the stern, raking the gun deck and entering the boilers and exploding them. Then the officers jumped on the bank, followed by the crew, and made a disgraceful run for the *Prairie Bird*, leaving with me the pilot, Kimble Ware, in the pilot house, and Quartermaster J. H. Nibbe, who stood his ground when all the other officers had deserted their flag. As soon as the steam began to cool a little, with the assistance of Quartermaster Nibbe, I got the wounded off the guard on the bank and

got ready to fire the vessel, with the dead still on board. I placed some coals from the furnace among the rails, but could not [stand] it long for the heat of the steam.

At this time the enemy, seeing the officers and men running across the fields, began to cross the river above and below me. Surrounded on all sides, I was then forced to surrender, when they put out the burning rails and took me off at once before I could find out the number of killed and wounded, but I think that 10 would cover the number, but you received a true report from the officers, I hope, soon after the action. To the disgraceful action of some of my officers and Colonel Scofield not coming to my assistance, as he had promised, do I owe the loss of my vessel. The flag was flying when they boarded the vessel. I hope that you think I did the best I could under the circumstances.

I can not speak in too high terms of the conduct of Mr. Kimble Ware, pilot, and John Nibbe, quartermaster. It will be remembered that I had but 10 white men and boys on board; the rest were contrabands, and part of those were sick.

I have the honor to be, very respectfully, your obedient servant,

THOMAS McELROY,
Acting Master, Commanding Petrel.

Acting Rear-Admiral LEE,
Commanding Mississippi Squadron, Cairo, Ill.

[1st endorsement.]

Received November 2, 4 p. m.

[2d endorsement.]

Respectfully forwarded to Navy Department. The Navy Department will recollect that the *Petrel* was lost last spring.

S. P. LEE,
Acting Rear-Admiral Commanding Mississippi Squadron.

NOVEMBER 2, 1864.

Report of Rear-Admiral Porter, U. S. Navy, transmitting reports regarding the capture of U. S. S. *Petrel*.

No. 109.] MISSISSIPPI SQUADRON, FLAGSHIP CRICKET,
Off Alexandria, La., April 28, 1864.

SIR: I beg leave to inform you of the loss of the U. S. S. *Petrel*, belonging to this squadron. She was captured up Yazoo River by the rebels and destroyed.

I enclose letters from her executive officer, commanding officer of the *Prairie Bird*, and also one from Commander Townsend, on the subject.

I am, sir, very respectfully, your obedient servant,
DAVID D. PORTER,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

U. S. IRONCLAD STEAMER ESSEX,
Vicksburg, April 24, 1864.

ADMIRAL: I most deeply regret that the news from this quarter must add another weight to the load of harassing cares that is now pressing so heavily upon you. The *Petrel* was captured and destroyed by the enemy some 3 or 4 miles above Yazoo City on the 22d instant. Enclosed herewith I send you the reports of Acting Ensign Chambers, commanding the *Prairie Bird*, and Acting Ensign Flanigan, late executive officer of the *Petrel*, giving the particulars of the disaster. I am sorry to say the dark cloud presents no silver lining. The investigation I have been able to give to the subject leads to the belief that a desire to procure cotton, rather than the noble ambition of advancing the public service, prompted the ill-fated expedition. I also fear that there may have been too obsequious and unquestioning a compliance with the requests of General McArthur on the part of Acting Master McElroy, the senior naval officer. The latter is now a prisoner, and can not therefore give explanation of his conduct, if explanation there be. But I can not learn or conceive any satisfactory reason why he did not turn around immediately—the channel permitted—repass the two fieldpieces that had opened upon him, and, rejoining the *Prairie Bird* and *Freestone*, go back to Liverpool Bluffs, whence he had started on his rash reconnoissance. After closely questioning the actors I have come to the conclusion that the enterprise was unwisely engaged in, to say the least, and that in the performance there was too much recklessness at first, succeeded by a weak wavering and paralysis of action that almost insured a disastrous closing to the scene. But the chief actor is absent. Perhaps he may be able to give a satisfactory explanation, although what that explanation might be I can not possibly imagine.

Accompanying Acting Ensign Chambers's report are the following documents, viz, copies of two letters from Acting Master McElroy, respectively, of April 21, 4 p. m., and April 22, 12:30 p. m.; copy of a letter from Colonel Scofield, commanding expedition, to Captain McElroy, dated April 22; the report of the senior engineer of the *Prairie Bird*, with remarks appended by me, and a telegram from Captain Foster, dated April 19, but not received till April 23. Had this telegram been received in time, the naval portion of the expedition would not have started. Did the cotton speculators delay it? Probably we shall never know; but they are such unprincipled scoundrels that we may believe anything shrewdly wicked regarding them. I also enclose with Acting Ensign Chambers's report the statement of the surgeon's steward in charge regarding the three seriously wounded men, one from the *Prairie Bird*, the others from the *Petrel*, whom I ordered to be sent to the military hospital here on the recommendation of my surgeon, Dr. Allan.

Acting Ensign Flanigan's report is accompanied by a list of the officers and crew of the *Petrel*, designating their condition, whether escaped or missing, killed or wounded. Those that escaped brought with them nothing but what they stood in.

That you may more easily understand the not very clear or perspicuous reports, I accompany them by a roughly sketched map that I prepared whilst gathering from Messrs. Chambers and Flanigan the particulars of the disaster.

The *Wilson*, Captain Pollard, arriving this afternoon, I have sent by her, with orders to report to Captain Pennock at Cairo, all the escaped officers of the *Petrel* except Mr. Armstrong, the pilot, whom I have ordered to the *Prairie Bird*, and the surgeon's steward in charge, whom I have ordered to report to the fleet surgeon aboard the *Red Rover*. Of the crew, I have transferred 10 to the *Prairie Bird* to strengthen her force, 2 are at the military hospital here, and the remaining 31 I send down by the *General Price* for the vessels below. I hope my disposition of them may meet with your approval.

The information comes, through cotton speculators as well as contrabands, that the enemy succeeded in getting guns, ammunition, and all valuables from the *Petrel*, and then, about 8 p. m. of the 22d, set fire to and destroyed her. She must have been very imperfectly fired by her own crew, if the escaping steam put out the flames.

I hope, admiral, that I have been able to give you a passably clear idea of the occasion and circumstances of the loss of the *Petrel*. I certainly have endeavored to avoid anything like an over-statement of the causes of the disaster. The *Essex* arrived here in tow of the *Brilliant* last night at midnight. Learning of the loss of the *Petrel*, I concluded to stop, investigate the affair, direct what should be done in the case, and report the results to you. Having done this, I shall take the first upward-bound steamer with sufficient power to tow us to Fort Pillow and the upper river, in obedience to your order.

But I have become convinced, admiral, that it is essential, in more than one particular, to your honor, and that of your squadron, that an officer of approved capacity, integrity, and judgment should be stationed here, to take care of matters at Vicksburg and throughout the long, morally pestiferous stretch of river between the mouth of White River and Natchez. I have, therefore, assumed the responsibility, you far away, oppressed with most engrossing cares, of ordering Captain Greer to Vicksburg, that he may take upon himself the above-mentioned charge. I enclose herewith a copy of my orders to Captain Greer. They are long, but I could scarcely say all that I felt to be necessary in fewer terms. I trust, admiral, that my reasons will prove satisfactory, and that you will approve the action I have taken.

The wrecking company with whom you made the contract to raise the sunken steamer in the Yazoo and other tributaries of the Mississippi is now here prepared to operate, and very solicitous to begin. I informed Colonel P. B. Fouke that, just now, with but one disabled tinclad here, it was impossible to give him and his principals the necessary protection in Yazoo River; that the late disaster showed convincingly that only an ironclad was competent to the task; that I must proceed up the river, but that I had sent for Captain Greer to come up to Vicksburg, and, possibly, matters might ere long assume such shape that he could give him the requisite protection, at least for points below Yazoo City. Still, I could not hold out any flattering encouragement to him. His orders from yourself are very strong, his appeals, though perfectly gentlemanly and courteous, are very pressing, and yet the complication of adverse influences renders it impossible that anything of importance should at this time be done for him. I met his courteous advances in a kindred spirit, but at the same time frankly expressed to him my unfavorable opinion. I hate to bother you with these things now, admiral, but perhaps from your

abundant resources you may be able to suggest something that may be done.

Earnestly hoping, and faithfully believing, that you will ere long surmount the great and numerous difficulties that encompass you in Red River,

I have the honor to remain, very respectfully, your obedient servant,

ROBERT TOWNSEND,
Commander, U. S. Navy.

[Subenclosure.]

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.
ON BOARD U. S. S. PRAIRIE BIRD, April 23, 1864.

SIR: I have the honor to report the following facts in regard to the loss of the U. S. S. *Petrel*.

In obedience to orders from General McArthur we proceeded up Yazoo River, arriving at Liverpool Bluffs April 21, 1864. At 12:20 p. m. by request of Colonel Scofield, we proceeded on up the river in company with the U. S. S. *Prairie Bird* and transport *Freestone*. At 3 p. m. we arrived at the navy yard below Yazoo City. Seeing no enemy in sight, we proceeded on up, leaving the *Prairie Bird* and *Freestone* at the navy yard. When abreast the city we fired several shots at the enemy, just then coming in sight on the hills. We steamed on up, and while rounding the point the enemy opened a brisk fire of cannon and musketry. The river being narrow, we could not round to. Moved on up out of range and came to. We immediately made preparations to run by the batteries. Captain McElroy afterwards countermanded the order, remarking that he would wait until the following night.

On the 22d, at 1:30 p. m., we changed our position, moving up the river about $1\frac{1}{2}$ miles, and commenced wooding. At 3, precisely, the enemy in ambush opened a heavy fire of cannon and musketry on our starboard quarter, the shot from their guns going clean through the vessel. Not being able to bring our guns to bear, armed the crew as sharpshooters and returned the fire, getting the vessel underway immediately. While shifting the engines two shots entered the vessel, one striking the cylinder, the other cutting the steam pipe, thereby disabling us; the rebels then moved up. We then opened our great guns on them. After firing a few rounds we were unable to work the guns, as the men were shot as soon as going near the ports. The vessels being disabled, and unable to work our guns, the captain gave the order to set the vessel on fire—which was done in three places—arm ourselves, and jump ashore. At this juncture a shot entered the boilers, the steam rushing over the decks. All who were able jumped ashore and made their escape to the *Prairie Bird*, pursued by the rebels, who had by this time crossed the river; nearly all, however, reached the boat in safety by taking to the swamps.

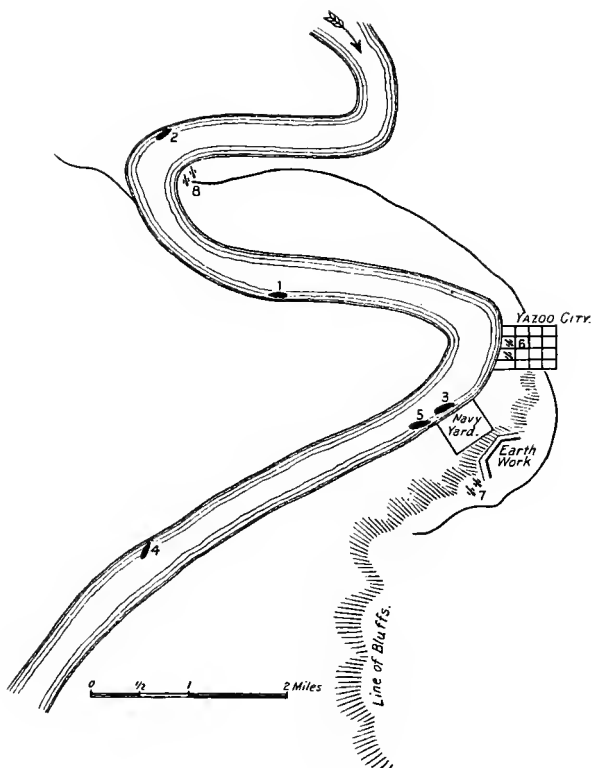
I would further state that during the engagement the officers and men acted most gallantly, with the exception of a few contrabands who were lately shipped.

I have the honor to be, very respectfully, your obedient servant,

M. E. FLANIGAN,

Acting Ensign, Executive Officer, late U. S. Gunboat Petrel.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.



[Enclosures.]

CAPTURE OF THE "PETREL" ABOUT 3½ MILES ABOVE YAZOO CITY APRIL 22, 1864.

1. Position of *Petrel* at bank after passing beyond range of fieldpieces (at 6) in Yazoo City, afternoon of April 21.
2. Position of *Petrel* when opened upon and afterwards captured by the enemy, 3 p. m., April 22.
3. Position of *Prairie Bird* at navy yard when opened upon by fieldpieces, afternoon.
4. Second position of *Prairie Bird*.
5. Transport *Freestone*, probably after cotton, on some shallow pretext of service.
6. First position of battery of two fieldpieces, thought to have been Parrott 10-pounders.
7. Second position of battery to drive off *Prairie Bird* and *Freestone*.
8. Third position of battery, causing the abandonment of the *Petrel*. Respectfully submitted.

ROBERT TOWNSEND,
Commander, U. S. Navy, Senior Officer.

VICKSBURG, April 24, 1864.

Sketched from report of those engaged, made to me verbally, April 21, 1864.

R. T.

Scale about 1 mile to the inch.

[Endorsement.]

Respectfully forwarded.

The *Essex* having arrived here last night at midnight, this report was handed to me for transmission. Mr. Flanigan's report of the names and condition of the officers and crew of the *Petrel* accompanies this statement.

ROBERT TOWNSEND,
Commander, U. S. Navy.

VICKSBURG, *April 24.*

I understand that when taken the *Petrel* had on board an extraordinary quantity of ammunition; about 125 rounds to each of her eight 24-pounder howitzers.

R. T.

[Subenclosure.]

The following are the names of those who made their escape to the *Prairie Bird*:

Officers.—Acting Assistant Paymaster Henry T. Skelding, Acting Ensign M. E. Flanigan, executive officer, slight wound in the head; Acting Ensign S. Ross Holmes, Acting Master's Mate J. W. Foster, slight wound in hand; Acting Master's Mate J. Gurley Abbott, Acting Master's Mate L. C. Ball, Acting First Assistant Engineer A. M. Phillips, Acting First Assistant Engineer Edward Roberts, Acting Second Assistant Engineer John T. Stone, Acting Third Assistant Engineer William M. Mix, slight wound in leg; Surgeon's Steward in Charge E. W. Davids, First-Class Pilot John L. Armstrong, Paymaster's Steward S. S. Smith.

[44 names of petty officers and crew follow.]

* * * * *

Missing.—Acting Master Commanding Thomas McElroy, First-Class Pilot K. Ware, supposed to have been taken prisoners; Charles Seitz, gunner's mate, mortally wounded; Gustav A. Frey, quarter gunner, killed; John Nibbe, quartermaster, serious wound in hand.
[Names of 9 colored men follow.]

* * * * *

I have the honor to be, very respectfully, your obedient servant,

M. E. FLANIGAN,

Acting Ensign, Executive Officer late U. S. Gunboat Petrel.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

List of Petrel's men on board Prairie Bird, May 1, 1864.

White men.—John Wilson, ship's cook; John Kingdom, quartermaster; John Yorgan, carpenter's mate; Peter Olsten, seaman.

Colored men.—W. Thomas Waites, fireman; Morgan Cooper, fireman; Ephraim Johnson, Harry West, Randall Morehead, Jerry Brown.

On board General Priece.

White men.—Bartlett Laffy, boatswain's mate; John G. Rose, quartermaster; Albert Lilly, seaman.

Colored men.—Ben Blackford, Ludd Gibson, Nick Jones, firemen; George Holt, coal heaver; William Baker, Joseph Whitton, James Monroe, firemen.

On board Choctaw.

White.—James M. Saxton, boy.

Colored men.—Jerry Carter, landsman; Samuel Preston, landsman; Adkin Whellis, coal heaver; August Williams, coal heaver.

On board Covington.

White.—William Willson, quarter gunner.

Colored men.—Albert Ferguson, Robert Jackson, Columbus Richardson, Wesley West, George Kidlers, Milton Porter, William Melvine, Henderson Jenkins, Ephraim Colton, James Freely, Lew Jones, Jacob Campbell, Malachi Bowman, Henry Hunt, Buckman Watson.

Gone to hospital.—James Gilmore, Isaac Wilson.

U. S. S. PRAIRIE BIRD,
Vicksburg, April 23, 1864.

SIR: It becomes my unpleasant duty to report the loss of the gunboat *Petrel*, she being captured by the enemy on the 22d instant. On the 19th I landed at Snyder's Bluff and there found a dispatch for the gunboat *Petrel*. She being up the Sunflower River, I proceeded up and delivered the said dispatch on the night of the 20th. The said dispatch was from General McArthur, commanding at Vicksburg. It was a request that Captain McElroy would take the two vessels up the Yazoo to cooperate with the land forces which General McArthur was sending to occupy Yazoo City. On the morning of the 21st, Captain McElroy got underway and proceeded down the Sunflower, we accompanying, and then up the Yazoo to Liverpool Bluffs. Came to and found troops occupying the bluffs under the command of Colonel [Hiram] Scofield. He reported that his cavalry had been skirmishing with the enemy that day. He requested Captain McElroy to take both boats and proceed to Yazoo City to reconnoiter, which Captain McElroy proceeded to do. On arriving at the navy yard below Yazoo City, both boats were landed at 3 p. m. Captain McElroy then gave me instructions to remain there while he proceeded up to the city. As he got abreast of the city the enemy opened a battery on him which compelled him to run his vessel up the river out of range.

In the meantime the enemy had been firing upon this vessel with small arms, but as soon as the *Petrel* got out of range they opened on this vessel with two 10-pounder Parrott, striking us three times. Two shots struck the hurricane roof, passing out through the cabin, doing little damage. The other shot came through the casemate and struck the starboard cylinder, causing it to leak, also wounding second engineer and first fireman slightly. We then dropped down the river, waiting for communications from Captain McElroy, which communications I have the honor to enclose, bearing date of the 21st, also a copy of letter received the next day, and copy of letter received from Colonel Scofield to Captain McElroy, which I received via

marine boat *B. J. Adams*. At this time firing was heard at a distance and shortly afterwards the crew of gunboat *Petrel* came running to my vessel, stating that the *Petrel* was captured by the enemy. The *B. J. Adams* remained there with me until dark. A scouting party was sent from the *Adams*, but found none of the crew. Thirteen officers and 40 of the crew reached this vessel, which leaves a balance of 2 officers and 11 of the men missing.

From information obtained from contrabands, I believe the *Petrel's* armament was all captured by the enemy, the escaping steam from the boilers and steam pipes having put out the fire set to her by the crew.

We expended, while engaged with the enemy, 26 shell and 7 shrapnel.

I have the honor to be, sir, very respectfully, your obedient servant,
 J. W. CHAMBERS,
Acting Ensign, Commanding.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

[Subenclosures.]

U. S. S. PETREL,
Above Yazoo City, April 21, 1864—4 p. m.

SIR: You will hold yourself and vessel in readiness to come to my assistance when you see me moving down the river by night or day. I have sent a dispatch to Colonel Scofield, which will reach him by 6 o'clock p. m., to-night.

I will have an answer by 9 o'clock, so look out for night signals from me.

Very respectfully, your obedient servant,
 THOS. MCELROY,
Acting Master, Commanding.

Acting Ensign J. W. CHAMBERS,
Commanding Prairie Bird.

—

U. S. S. PETREL, *April 22, 1864—12:30 o'clock.*

SIR: You will hold yourself and boat in readiness to come to my support to-night after dusk, before the moon rises. You will not come above the wreck of the *Baron De Kalb*. If I should not come before the moon sets in the morning you will still hold yourself in readiness to come to my support at a moment's notice. I will not make any signals if I can help it, as that will give the rebels the opportunity to concentrate on me. Do all you can for me, as I see that the army has deserted us.

I am, very respectfully,
 THOS. MCELROY,
Acting Master, Commanding.

Acting Ensign JOHN W. CHAMBERS,
Commanding Prairie Bird.

—

HEADQUARTERS YAZOO EXPEDITION,
Liverpool Heights, Miss., April 22, 1864.

CAPTAIN: Your dispatch was received last night, but it was not deemed prudent to move the land forces to Yazoo City.

I send this communication by Colonel [G. E.] Currie, who will inform you of our situation and present intentions. You will do well to move your boats down the river and cooperate with us here in any movement it may be thought best to make. I hope you are already below the city and the battery, but if you are not I trust you will inform me the first favorable moment of doing so. The marine boat will render you any assistance in their power.

I shall probably remain at this point until I learn that you are safe and moving down.

Let me hear from you the first opportunity.

I have the honor to be, captain, your obedient servant,

H. SCOFIELD,

Colonel 47th U. S. Inf., Colored, Comdg. Expedition.

Captain McELROY,

Commanding Naval Forces.

U. S. S. PRAIRIE BIRD,

3 Miles Below Yazoo City, April 22, 1864.

SIR: I have the honor to report the engine of my department as being in a much damaged and dangerous condition.

During our engagement at Yazoo City yesterday, about 4 o'clock p. m., a conical shot entered the casemate, struck the starboard cylinder, glanced from that just over the doctor, and passed out on the port quarter. The same shot wounded 2 men of my department, Joseph Grippin, acting second assistant engineer, and Lucas Bowman, second-class fireman, received a severe cut in the leg below the knee. Both wounds were supposed to be from a piece of casement.

The damage to the engine consists of an indentation and crack of 6 inches in length in the starboard cylinder, and so wide as to cause the free escape of steam, which not only gives it great liability to burst, but the indentation on the inside is very likely to cause the falling off of the piston head.

Very respectfully, your obedient servant,

GEORGE RADABAUGH,

Acting First Assistant Engineer.

Acting Ensign J. W. CHAMBERS,

Commanding U. S. S. Prairie Bird.

[Endorsement.]

By my directions my chief engineer, Mr. Heap, examined the injured cylinder and made arrangements for its temporary repair. Tomorrow the machine shop in charge of the army at this place (Vicksburg) will put a plate over the crack, strongly band the cylinder with iron, and chip off smoothly the indented surface, so that the piston may have free play. Mr. Heap says that these repairs should, and probably will, be made within one day, and that when made the *Prairie Bird's* engine will be nearly as effective as it was before the injury. These repairs of course are only temporary and of the "make-do" order.

Very respectfully,

ROBERT TOWNSEND,
Commander, U. S. Navy.

VICKSBURG, *April 24, 1864.*

[Telegram.]

NAVY DEPARTMENT, *May 6, 1864.*Any information of capture of *Petrel* and fate of officers?GIDEON WELLES,
*Secretary of Navy.*Captain A. M. PENNOCK,
Fleet Captain, Cairo, Ill.

[Telegram.]

CAIRO, *May 6, 1864.*

The *Petrel* was captured on the 22d ultimo above or near Yazoo City. One acting master, McElroy, and Pilot Kimble [Ware] were said to be prisoners in Yazoo City. All the other officers have returned here.

A. M. PENNOCK,
*Fleet Captain.*HON. GIDEON WELLES,
[*Secretary of the Navy, Washington, D. C.*]

Report of Lieutenant-Commander Greer, U. S. Navy, regarding the loss of the U. S. S. *Petrel*.

U. S. S. BENTON,
Off Vicksburg, May 2, 1864.

SIR: In accordance with your instructions, I have endeavored to ascertain the facts of the *Petrel* affair. It appears that Captain McElroy, of that vessel, had gone into the Yazoo with the intention of proceeding up the Sunflower to seize some cotton. Captain Chambers, of the *Prairie Bird*, states that Captain McElroy had received a dispatch from the admiral in regard to the cotton mentioned, but was cautioned to run no risks, and especially not to go into a shoal river. Captain Chambers, having finished some business which took him to Vicksburg, then went up to Snyder's Bluff. At that point he found a communication from General McArthur to Captain McElroy, requesting him to take the *Petrel* and *Prairie Bird* up the Yazoo to cooperate with a land force he was sending to occupy Yazoo City.

He immediately went up the Sunflower, and after finding the *Petrel*, they both proceeded to Liverpool Bluffs [Heights], at which point they met Colonel Scofield with the troops. He had had some skirmishing, and asked Captain McElroy to go up to Yazoo City and reconnoiter. They took a steamboat, the *Freestone*, as a dispatch boat. On they went up and landed at the navy yard.

At 3 p. m. on the 21st April Captain McElroy ordered the *Prairie Bird* to remain where she was, and went on up with his vessels. As he passed the town the enemy opened fire upon him with two guns (supposed to be 10-pounder Parrotts). He then went up out of range. Shortly after this they fired upon the *Prairie Bird*, causing her to change her berth.

At 5:30 p. m. Captain Chambers received an order from Captain McElroy to be in readiness to assist him when he came down; also a

dispatch to send by the *Freestone* to Colonel Scofield. That vessel started down with the dispatch, but did not return.

The next day (22d), about 1:30 p. m., Captain Chambers received a dispatch from Captain McElroy of the same nature as the one of the day before, and expressed an opinion that the army had deserted them. At 3:30 p. m. the Marine Brigade boat *B. J. Adams* arrived with a dispatch for Captain McElroy from Colonel Scofield. While getting a horse to send this dispatch over, the crew of the *Petrel* commenced coming in (they came across a point). All arrived excepting the captain, 1 pilot, and 11 men.

The officers of the *Petrel* report that at about 3 p. m. the rebels came in in heavy force abreast of them, with one piece of artillery. At the first or second shot the steam pipe was cut and the after end of the boiler. They were then ordered to arm themselves, set the vessel on fire, and get on shore. They say the vessel was fired; if so, it was so very poorly done that it did not burn. The captain of the *Prairie Bird* saw a large fire in her direction that night and thinks she was burned.

This agrees with information obtained by General McArthur, which was that after removing the guns and most of the provisions she was burned by the rebels. The guns (eight 24-pounder howitzers) are said to have been taken to Canton, Miss. Possibly they did it, thinking that we would immediately attempt to retake them; and again they may be going to fit them to field carriages.

On the 23d the *Prairie Bird* came down to Vicksburg for repairs, having had her cylinder cracked.

In looking at this matter with all the facts before me, I conclude that Captain McElroy was anxious to be of service, but was too easily moved by the requests of a general, and again I can see no object in his running past Yazoo City after he had found the enemy in force. A prime cause of the disaster was not having a proper person in command of the troops. Cooperation, when it exists, should be to the bitter end, but in this case, and also in some others, the affair is reduced to a *sauve qui peut* operation on the part of the Army, and the gunboats are left to their fate.

I can not ascertain that there was any cotton behind the scenes in this case, but in spite of it I can not help having suspicions. The movement was made, according to General McArthur's statement, to occupy the rebel cavalry in this State and to keep them from joining Forrest in Tennessee, against whom an expedition is organizing at Memphis. General Slocum has arrived and taken command. He is going to send out a pretty large force under command of McArthur to carry out the intent of the former expedition and expressed a desire to me to have two boats go up to Yazoo City to protect two or three transports with troops as a feint, while the main force take them by land. I informed him that owing to the necessity of withdrawing so many of our light-drafts for service in Red River we had nothing to spare for this affair; also that you had assumed command of the fifth district.

As a large portion of the garrison here will be away, I purpose remaining here for a few days, unless I find my services required at some other point. General Slocum, I think, will do all he can to purge this place of villainy, but I am afraid will not succeed.

I heard to-day that the two officers captured on the *Petrel* had been sent to Richmond. I have ordered the captain of the *Prairie Bird* to remain at the mouth of the Yazoo and to allow no boats to go up unless engaged exclusively by the Army, and then they are only to land at military posts or under the protection of a gunboat.

I understand that we have abandoned the whole line of the Yazoo.

I have directed Captain Chambers to make all reports in future to you. He has one of the officers of the late *Petrel* (Acting Ensign Shepley R. Holmes) on board under arrest. I had charges made out against him to-day for drunkenness, disobedience of orders, and scandalous conduct and will forward them to the admiral. The wrecking party is still here. I suggested to them to write to you and also for one of the party to go down and see the admiral, which they say they will do.

The *Prairie Bird* is said to be badly in need of repairs.

With a hope, captain, that you will bear with this lengthy letter, I am,

Very respectfully, your obedient servant,

JAMES A. GREER,

Lieut. Comdr., Comdg. Benton and Fourth Dist. Miss. Squadron.

Lieutenant-Commander S. L. PHELPS,

Commanding Fifth District Mississippi Squadron.

Itinerary of the district of Vicksburg for April, 1864, from monthly return.

An expedition in command of Colonel Hiram Scofield, commanding Second Brigade, First Division, United States Colored Troops, was sent from Haynes' Bluff up the Yazoo River, meeting the enemy in force; did not give him battle; returned to Haynes' Bluff April 23. Gunboat No. 5 (*Petrel*) and gunboat No. 11 (*Prairie Bird*), Acting Master McElroy commanding fleet, accompanied the expedition. In attempting to run the blockade at Yazoo City, in order to open fire on the works from above, the *Petrel* was lost and her crew, including Acting Master McElroy, were either killed or taken prisoners.

[Telegram.]

YAZOO CITY, April 21, 1864.

(Via Canton 22d.)

Enemy, 1,500 strong (cavalry, infantry, and one battery), was met near Liverpool last evening. After heavy skirmishing for several hours he retired and remained inactive. To-day not yet clearly developed whether the expedition is against Yazoo City or railroad; unless he is reinforced we can protect either.

Fleet of gunboats and transports approaching Yazoo City late this evening was driven back by battery.

WIRT ADAMS,

Brigadier-General.

Lieutenant-Colonel T. M. JACK.

[Telegram.]

DEMOPOLIS, *April 23, 1864.*

Brigadier-General Wirt Adams, commanding cavalry on the Yazoo River, telegraphs me from Yazoo City on 22d instant, to this effect:

I have the honor to report the capture of a gunboat to-day near this city. While lying near the shore she was attacked by a section of artillery and a detachment of sharpshooters under Colonel Griffith, who drove the men from their guns and finally the crew from the boat. I removed her fine armament of eight 24-pounder guns and the most valuable stores and had her burned to the water's edge. The captain and pilot are prisoners in my hands and a number of the crew. My casualties are small.

L. POLK,
Lieutenant-General.

General S. COOPER,
Adjutant and Inspector-General, Richmond.

[Telegram.]

YAZOO CITY, *April 23, 1864.*
(Received Demopolis, 25th.)

Enemy, foiled in his purposes, embarked his forces during the night 22d and returned yesterday morning to Vicksburg. Have telegraphed General Chalmers shall not require assistance.

WIRT ADAMS,
Brigadier-General.

Lieutenant-Colonel T. M. Jack.

[Telegram.]

DEMOPOLIS, *April 24, 1864.*

Your dispatch giving account of Colonel John Griffiths' gallant achievement in the capture of gunboat received. Will you be able to remove and secure the guns? Report the present situation of affairs. General Chalmers, with a brigade from Panola and one from Okolona, with a battery from Aberdeen, has been ordered to join you. Hope you will be enabled to cut off enemy's retreat to Vicksburg. Keep in communication with Chalmers. Keep me advised every six hours.

L. POLK,
Lieutenant-General.

Brigadier-General WIRT ADAMS,
Yazoo City, via Canton.

General report of Lieutenant-Commander Breese, U. S. Navy.

MISSISSIPPI SQUADRON, U. S. SHIP BLACK HAWK,
Mouth of Black River, April 22, 1864.

DEAR SIR: I wrote you of my doings by the last light-draft for Alexandria, just after which the *Choctaw* arrived at Red River and

the next morning the *Lafayette*. The *Choctaw* got as far as Vicksburg, and, finding all quiet above, waited for the *Lafayette*, and both returned the next day.

Townsend got no farther than Natchez, and is now waiting there until he can get a tow to tow him up. Greer got nearly to Vicksburg and Townsend has ordered him to return, at my suggestion, to Natchez.

The *Wilson* arrived with ice and hay, coal and oats; the ice is alongside the *Red Rover*. The *Superior* was fired on by that rifled piece captured from our army near Port Hudson, and no one hurt or damage done. The *Owachita* was at Bayou Sara (so reported). I sent Foster right off with the *Champion* to convoy some boats bound down and drive the fellows off. As I heard no firing, I expect they have decamped. I hope the next time they send out a 3-inch rifle they will send more than a hundred men, which was all that went, and they won't take a full supply of ammunition, which they did. The *Lafayette*, *Choctaw*, *Bragg*, *Champion*, *Owachita*, and *General Price* (when she returns) ought to keep that place quiet. The tug *Pansy* has entirely given out, and I was obliged to send her to Cairo by the *New National*, which will take up 1,200 barrels mortar powder and thus make room for shell which are now on deck. It is my opinion that Mrs. Acklin has been playing a very deep game and that she is thoroughly secesh. She had all the time her cotton was being removed, a company of rebels under a captain guarding it, and had our army wagons hauling it, and after the rebs found out they belonged to United States they gobbled them all up and Mrs. Acklin posted off after them, and I heard just as I was leaving that she had got them back—new wagons, harness, etc. This is the talk at Red River. Mark and Marshall say a great deal more, which convinces me Mrs. Acklin is still a good rebel. * * *

I sent the *Signal*, *Forest Rose*, and *St. Clair* to Alexandria, the *Argosy* to Fort De Russy, and have the *Kenwood* here. Last night I heard firing and, supposing at Fort De Russy, sent the *Kenwood* up, but all was quiet there, and I can't imagine where it was, as it was not in the direction of the Mississippi. Somebody has sent you any quantity of perfume, a list of which I will enclose. It is stowed away. Do you want any of it?

Won't you please send our officers and men back as soon as possible? I have only one rifled gun's crew and one broadside gun's crew (white) on board. I have stationed firemen, contrabands, etc., in case of accident, which, with two ensigns and 3 master's mates, make up my force.

The river is rising here, and inhabitants say there is no reason to think it won't be high, although it is late. I heard that the *Avenger* had gone to Cairo for repairs. Ramsay gives anything but a flattering account of her. I wrote to Captain Pennock about the *Cincinnati*.

Yours, respectfully, etc.,

K. R. BREESE,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER, U. S. Navy.

There is a box of ammunition here for you. I think it is for that little rifle of yours. Do you want any of it sent up? River rising 6 inches a day here.

Letter from Brigadier-General Gresham, U. S. Army, to Lieutenant-Commander Shirk, U. S. Navy, requesting convoy up the Tennessee River.

CAIRO, ILL., April 22, 1864.

CAPTAIN: In compliance with instructions just received from Major-General McPherson, commanding Department of the Tennessee, I have the honor to request of you a convoy to accompany an expedition in my charge up the Tennessee River.

My command will consist of at least 3,000 infantry and one six-gun battery, and I will leave here as soon as I can get transportation. Be good enough to inform me at once whether you can furnish the convoy and, if so, how soon.

I am, captain, very respectfully, your obedient servant,

W. Q. GRESHAM,
Brigadier-General.

Captain SHIRK, U. S. Navy.

[Telegram.]

HEADQUARTERS, ST. LOUIS, April 22, 1864.

Captain PENNOCK: It may be for a high public interest that Devoe should have discretionary orders to proceed to New York. Please send them.

W. S. ROSECRANS,
Major-General.

[Telegram.]

CAIRO, ILL., April 23, 1864.

Your telegram is received. I am not aware of the instructions Devoe has received from the admiral, but I know that the admiral would not allow anything to interfere with the high public interests.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Major-General W. S. ROSECRANS,
St. Louis, Mo.

Report of Lieutenant-Commander Pattison, U. S. Navy, regarding repairs to U. S. steamers Avenger and Silver Cloud, and referring to the movement of Major-General Forrest, C. S. Army, toward Alabama.

U. S. NAVAL STATION,
Memphis, Tenn., April 23, 1864.

SIR: The ram *Avenger* arrived here a few days since in a disabled condition. At the request of the commanding officer, I ordered a survey held upon her machinery, and, on the recommendation of the surveyors, ordered the necessary repairs to be made without delay. The repairs will be completed by Friday, the 29th instant, when I will send her to Red River.

The commanding general at this point informed me last night that General Forrest, with his forces, were moving toward Alabama, and that he felt no immediate apprehension for the safety of the city. Four thousand men embrace the military force for the protection of this place.

The *Silver Cloud* arrived here about four days ago, having disabled her rudder. A new one has been made and shipped, and she will leave for her cruising ground to-morrow.

Respectfully, your obedient servant,

T. PATTISON,

Lieutenant-Commander, Commanding Naval Station.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Report of Lieutenant-Commander Prichett, U. S. Navy, transmitting captured Confederate papers.

U. S. S. TYLER,

Mouth White River, April 23, 1864.

SIR: I have the honor to forward to you herewith a package containing letters captured by the U. S. S. *Queen City*, near Crockett's Bluff, White River, on the 1st instant.

Very respectfully, your obedient servant,

JAS. M. PRICHETT,

Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron.

[Enclosures.]

EXTRACT } HEADQUARTERS TRANS-MISSISSIPPI DEPARTMENT,
No. 1825. } *Shreveport, La., January 19, 1864.*

GENERAL: I am instructed by the lieutenant-general commanding to refer the within letters of the chief of the cotton bureau to Mr. Jos. Menard to you.

You are aware Mr. Menard has purchased about 5,000 bales of cotton east of the Ouachita River. The lieutenant-general wishes such facilities to be granted him by you in accumulating and shipping the cotton as you may deem consistent with the public service.

Your obedient servant,

GEO. WILLIAMSON,

Major and Assistant Adjutant-General.

Major-General R. TAYLOR.

[Endorsement.]

HEADQUARTERS DISTRICT OF EAST LOUISIANA,
Alexandria, March 12, 1864.

Respectfully referred to Brigadier-General St. John R. Liddell, commanding Subdistrict of North Louisiana, who will grant Mr. Jos. Menard such facilities for accumulating and shipping the cotton

referred to as he deems consistent with the interests of the service. Mr. Menard will be permitted to use steamboats, such as he may procure for the purpose of accumulating the cotton, at such points on the Ouachita as he may desire, from which he can have the cotton reshipped on such boats as he may bring into Confederate lines for it.

But boats now on waters within Confederate lines will not be permitted to go to any point with the cotton where they would be in danger of falling into the hands of the enemy; they will not be permitted to go with it out of Confederate lines. Any boat or boats brought into Confederate lines to take Mr. Menard's cotton out will not be permitted to have any person or persons on board excepting the officers and crew, absolutely required to navigate them, nor will they be permitted to bring any goods or merchandise for sale or for any other purpose into Confederate lines. When such boat or boats reach the Confederate lines a guard will be placed on board until the boat or boats are ready to leave Confederate lines for the purpose of enforcing these regulations and preventing improper communication with the country.

By command of Major-General R. Taylor.

A. H. MAY,

Major and Assistant Adjutant-General.

Brigadier-General ST. JOHN R. LIDDELL,

Commanding Subdistrict North Louisiana.

HEADQUARTERS SUBDISTRICT OF NORTH LOUISIANA,
Monroe, April 9, 1864.

SIR: I am instructed by the brigadier-general commanding to enclose you copies of the orders and correspondence relating to the shipment of your cotton and to say that the restrictions imposed by him having been removed by department headquarters you are at liberty to send out your cotton without any further impediment being placed in your way.

Very respectfully, your obedient servant,

LEWIS CONRAD,

Acting Assistant Adjutant-General.

Mr. JOS. MENARD, OF

Major JNO. A. BUCKNER,

Monroe, La.

Report of Lieutenant-Commander Prichett, U. S. Navy, of the return to station of U. S. steamers Tyler and Queen City on withdrawal of Major-General Forrest, C. S. Army, from Tennessee.

U. S. S. TYLER,

Mouth White River, April 23, 1864.

SIR: I have the honor to report to you that upon receiving intelligence that the rebel General Forrest was threatening Memphis, I proceeded there with the *Tyler* and *Queen City*. Finding that Forrest had disappeared and was supposed to be on his way to Alabama,

and no attack being apprehended, I have returned with the vessels to my station.

Very respectfully, your obedient servant,

JAS. M. PRICHETT,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Request from the citizens of Shawneetown, Ill., to Fleet Captain Pennock, U. S. Navy, for protection against guerrillas.

SHAWNEETOWN, ILL., April 23, 1864.

DEAR SIR: At a meeting of our citizens it was resolved to send the mayor of our town, Mr. Hunter, to represent to you the necessity of immediately sending a gunboat to this point to protect us and the country above and below from guerrillas, who are now in large force on the Kentucky side of the river and who are evidently intending a raid on our town, no doubt to destroy us. There is also a large amount of Government forage here, also in great danger. We trust, therefore, that you will at once accede to our wishes. Mayor Hunter will explain more particularly our wants.

Respectfully, yours,

AARON B. STOUT,
D. W. LUSH,
J. MCKEE PEEPLES,
F. LE RHOADES,
Committee.

Commodore PENNOCK,
Fleet Captain, U. S. Navy.

Letter from Fergus Peniston to Rear-Admiral Porter, U. S. Navy, requesting the restoration of cotton seized in the Ouachita River.

NEW ORLEANS, April 23, 1864.

ADMIRAL: W. S. Pike and myself, citizens of the United States, and Ralli, Benachi & Co., Greek subjects, are the owners of a lot of cotton of 5,400 bales, situated on the Ouachita River and its tributaries, for which we paid, through our agent, nearly a year ago, \$1,000,000 in Confederate notes. The cotton was purchased in the name of Ralli, Benachi & Co., because it would have been seized by the Confederate authorities had it been in our names; the greater portion belongs to Mr. Pike and myself.

I have received information that about 1,000 bales of that cotton, nearly all of which is marked F. P., with the exception of some lots marked WACO, J. S. C., and perhaps a few other marks, were taken and placed on board the armed transports *Nos. 4 and 14*, which has a barge in tow, and of the *Avenger*. Said cotton was placed on the bank by my agent in order to be in readiness for shipment to this market as soon as navigation would be allowed to private boats.

I now ask of you, admiral, as an act of justice due to an American citizen, that my property be restored to me, and that I be allowed to bring out of the Ouachita and its tributaries the remainder before the torch be applied to it by the people of that section.

I have the honor to be, admiral, very respectfully, your obedient servant,

FERGUS PENISTON.

Admiral D. D. PORTER,
Commanding Mississippi Squadron, etc.

Letter from Major-General Rosecrans, U. S. Army, to Fleet Captain Pennock, U. S. Navy, regarding measures for breaking up contraband trade.

HEADQUARTERS DEPARTMENT OF THE MISSOURI,
St. Louis, Mo., April 24, 1864.

CAPTAIN: I am satisfied that important public interests will be subserved by authorizing Devoe to go to New York for the purpose of pursuing investigations into the contraband trade on the Mississippi River, and probably into a secret organization hostile to the United States believed to exist there as well as here.

From what I judge of Admiral Porter's views, this mission and the establishment of an able officer or special agent at Memphis would be quite according to his wishes, and would, I doubt not, result in much benefit to the Government.

I therefore recommend these two measures, viz:

1. That an able secret-service agent be sent to Memphis and stationed there.

2. That Devoe have orders to go to New York for the purpose of following up investigations leading to the authors of contraband trade in—or trade in contraband—from thence on the Mississippi.

Very truly, yours,

W. S. ROSECRANS,
Major-General.

Captain PENNOCK, U. S. Navy,
Cairo.

Order of Commander Townsend, U. S. Navy, to Lieutenant-Commander Greer, U. S. Navy, to assume command of the Mississippi from White River to Natchez, Miss.

U. S. IRONCLAD STEAMER ESSEX,
Vicksburg, April 24, 1864.

CAPTAIN: Unless you consider it preeminently necessary that you should remain at Natchez, on receipt of this you will proceed with the *Benton* to Vicksburg and take supervisory charge and control of naval affairs on the river from the mouth of White River down to Natchez. What I have learned and what I see of the condition of affairs since the division commanders left their districts convinces me

that it is indispensable to the well-being and efficiency of our squadron that its able and experienced, judicious and reliable regular commanders should not be stretched along at such wide intervals. Our most able and indomitable admiral, far from us in Red River, is toiling night and day with untiring energy and with an intelligence and skill and a capacity for the hardest labor, both of body and mind, that few could equal in battling with the most serious natural obstructions, as well as with the enemy. The demoralization of our surrounding army, crushed by the criminal incapacity of its leader, makes heavier the burden and more disheartening the task that fate has just now imposed upon the admiral. He requires all the support that our old Navy brethren who are with him can give. By the force of circumstances a few of his oldest lieutenants have not been able to join him. We are left to care for matters on the unobstructed waters of the Mississippi, and we must see to it that affairs on the river do not proclaim too loudly the temporary absence of his supervising eye and controlling hand. And naval affairs are going very badly here. I will not speak of my suspicions, but the logic of events shows that the volunteer commanders hereabouts have been unequal to the responsibilities of their position. They have bowed with too deferential an awe to the requests; they speak of them as "orders" of the cotton-loving generals, and they have been too much flattered by the artful attentions, if they have not succumbed to the seducing wiles of the unprincipled cotton speculators. The very atmosphere of Vicksburg is reeking with corruption. Unbending integrity, courteous self-reliance, ability, experience, and judgment are needed here. It is therefore that I give you the order to come to Vicksburg and assume command of this long stretch of river. I consider your immediate presence here a prime necessity, essential to the fair fame and continued high reputation of our squadron. I shall immediately inform the admiral of these orders. If they seem to him unnecessary, he will annul them. But I feel that it is my duty to issue them at once without waiting for the necessarily tardy sanction of the admiral. I trust and believe that they will meet with his high endorsement and approval.

Captain Richardson will give you the particulars of the mortifying capture and destruction of the *Petrel* above Yazoo City on the 22d instant. It is my opinion that the basis of the whole affair was cotton. Its inception was corrupt, its results disastrous. I have asked Captain Richardson to give you a full account of late events and the condition of affairs at this place.

There is a wrecking company here, with whom the admiral has made a contract to raise the sunken vessels in the Yazoo and other tributaries of the Mississippi. Its representatives, Messrs. Faulke and Weaver, have the strongest kind of protective orders from the admiral. They are ready and very anxious to commence their work in the Yazoo. I tell them that with the *Petrel* destroyed and the *Prairie Bird* crippled it is impossible to do anything now. When you arrive you may be able to do something for them. The *Prairie Bird's* cylinder was badly cracked by a shot. My chief engineer has made arrangements so that it will be temporarily repaired to-morrow. When I get up to White River, if a gunboat can be spared in that district, I will send one down to you. I shall proceed on up the

river, in obedience to the admiral's order, as soon as a suitable boat for towing the *Essex* comes along.

I remain, very respectfully, your obedient servant,

ROBERT TOWNSEND,
Commander, U. S. Navy.

Lieutenant-Commander JAMES A. GREER, U. S. Navy,
Comdg. 4th Dist. Miss. Squadron, U. S. Ironclad Benton.

P. S.—I shall order the *Prairie Bird*, when repaired, to lie at the mouth of the Yazoo. I have reason to believe that there is much smuggling of contraband goods to the enemy through that channel. When you arrive you will give her such orders as may seem fitting to yourself.

Order of Lieutenant-Commander Breese, U. S. Navy, to Lieutenant-Commander Ramsay, U. S. Navy, regarding repairs to the U. S. steamers Gazelle and William H. Brown.

[U. S. S.] BLACK HAWK,
Mouth of Black River, April 25, 1864.

DEAR RAMSAY: I send you the *Gazelle* and *Brown* to be fixed up. The latter has a long list of grievances. If you can fix her up here, please do so, and if not send her to Cairo with what she can tow. If you conclude to keep her, send here for the carpenters' shops and you can work all at same time; that is, if you think to advantage. Drive on all in your power.

You will hear the news from the bearer.

Yours, truly,

K. R. BREESE,
Lieutenant-Commander, Commanding.

Lieutenant-Commander FRANK M. RAMSAY,
Commanding Choctaw.

The admiral's mail bag can only go by regular transport or gunboat; perhaps the *B.* can be fixed quicker by going to Cairo.

Letter from Major-General Sherman, U. S. Army, to Fleet Captain Pennock, U. S. Navy, regarding the nature of cooperation desired of Lieutenant-Commander Shirk, U. S. Navy.

Confidential.]

HDQRS. MIL. DIV. OF THE MISSISSIPPI,
Nashville, Tenn., April 25, 1864.

DEAR CAPTAIN: I send you some letters for Red River, which I beg you will send to the admiral by your next regular boat. There is no necessity of unusual expedition.

I wish you would notify Captain Shirk that we will, in May, be actively engaged beyond the Tennessee, and I have no doubt the enemy will work up along the Mobile and Ohio Railroad and try and cross the Tennessee to attack my lines of communication. What we want is the earliest possible notice of such movement sent to Nashville and also keep my headquarters here advised where a gunboat

could be found with which to throw men across to the west bank of the Tennessee when necessary.

For some time McPherson's command will be running up the Tennessee as far as Clifton, which is the shortest line of march to Pulaski and Decatur. Please facilitate this movement all you can.

I am, with respect, your friend and servant,

W. T. SHERMAN,
Major-General, Commanding.

Captain PENNOCK, U. S. Navy,
Cairo, Ill.

Report of Lieutenant-Commander Greer, U. S. Navy, requesting further orders before proceeding from his station up the Mississippi River.

U. S. S. BENTON,
Off Natchez, April 25, 1864.

DEAR BREESE: I have received an order from Townsend to go to Vicksburg with this vessel, as he deems the presence of a regular naval officer there essential on account of rascality that is going on. He orders me to look out temporarily up as far as White River. This place ought not to be left without a vessel, and I will wait till I hear from you. I have to coal, etc., which will make some delay. If I go up I must take the tug to run about in. Please answer soon.

Captain Richardson will tell you of the loss of the *Petrel*.

Very respectfully, your obedient servant,

JAMES A. GREER,
Lieut. Comdr., Comdg. Benton and Fourth Dist. Miss. Squadron.

Lieutenant-Commander K. R. BREESE,
Commanding U. S. S. Black Hawk.

P. S.—Can not the *Ouachita* be spared for that business. She has the advantage of being able to run about, while this vessel is only a fixture. This is only a suggestion, as I presume she has to be in the Mississippi on account of her draft. A moving vessel is what is required.

JAS. A. G.

Order of Lieutenant-Commander Breese, U. S. Navy, to Lieutenant-Commander Wilson, U. S. Navy, commanding U. S. S. Ouachita, to relieve the U. S. S. Benton, off Natchez, Miss.

[U. S. S.] BLACK HAWK,
Black River, April 25, 1864.

SIR: Proceed without delay to Natchez and relieve the *Benton*, that she may obey her orders from Captain Townsend. Inform yourself as well as possible of affairs in that district, acting in your cruising at your discretion.

I would impress upon you the necessity for great activity in cruising, showing yourself as much as possible in any suspicious

neighborhood, and withal to keep the importance of Natchez, Cole's Creek, and Ellis Cliffs in mind.

Respectfully, etc., your obedient servant,

K. R. BREESE,
Lieutenant-Commander, Commanding.

Lieutenant-Commander BYRON WILSON,
Commanding Ouachita.

Report of Lieutenant-Commander Breese, U. S. Navy, transmitting prize list for the capture of steamer Gillum.

MISSISSIPPI SQUADRON, U. S. S. BLACK HAWK,
Mouth Black River, April 26, 1864.

SIR: By order of Admiral Porter I have the honor to enclose herewith prize list of the U. S. S. *Covington*, for the capture of the transport steamer *Gillum* February 26, 1864.

I have the honor to be, sir,

Very respectfully, your obedient servant,

K. R. BREESE,
Lieutenant-Commander, Comdg. U. S. S. Black Hawk.

HOL. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Lieutenant-Commander Greer, U. S. Navy, to Brigadier-General Tuttle, U. S. Army, previous to change of station from Natchez to Vicksburg.

U. S. S. BENTON,
Off Natchez, April 27, 1864.

GENERAL: I have the honor to inform you that this vessel, which has been stationed at this place since its occupation by our forces, with the exception of a few weeks when absent on the Red River expedition, has been ordered to Vicksburg, for which place I start this morning. I presume there will be another vessel stationed here, but desire to state that should you at any time deem it advisable for military reasons to have us here I will be very glad to hear from you and will return if it is in my power.

I heard from Red River last evening. General Banks' army was falling back to Alexandria, which place a portion had reached. They have had fighting pretty much all the way. The transports are all below the falls. I infer that the expedition has been a most miserable failure.

With regrets, general, that I have been unable, on account of illness, to pay my respects in person.

I am, very respectfully, your obedient servant,

JAMES A. GREER,
Lieut. Comdr., Comdg. Benton and 4th Dist. Miss. Squadron.

General TUTTLE,
Commanding United States forces, Natchez.

Order of Lieutenant-Commander Breese, U. S. Navy, to Lieutenant-Commander Ramsay, U. S. Navy, for repairs to the U. S. S. Judge Torrence.

MOUTH BLACK RIVER, April 27, [1864].

SIR: If you can possibly do so, have the *Judge Torrence* repaired at the mouth of Red River. If you can not have her repaired there, please report the fact to me by the first opportunity.

Very respectfully, your obedient servant,

K. R. BREESE,
Lieutenant-Commander, Commanding U. S. S. Black Hawk.

Lieutenant-Commander F. M. RAMSAY,
Commanding U. S. S. Choctaw.

General report of Lieutenant-Commander Breese, U. S. Navy.

MISSISSIPPI SQUADRON, U. S. SHIP BLACK HAWK,
Mouth of Black River, April 27, 1864.

DEAR SIR: I send this up by the *Covington*, Captain Lord, who will tell you the state of affairs above. I do not know what steps Townsend has taken about the *Petrel*, but he has ordered the *Benton* to Vicksburg. I ordered the *Ouachita* to Natchez to relieve the *Benton*, and told Wilson he must keep on the alert and move about wherever and whenever he thought proper. Foster wants a light-draft very much to move about; he is at Bayou Sara.

The *Price* has gone to Natchez for the carpenters' shops and Ramsay is to keep her cruising. Two weeks, it is thought, will be required to fix up the *Gazelle*. The *Brown* has gone to Cairo, towing two empty barges. If anybody comes here to go up the Washita [Ouachita] I shan't let them go, as I can not give convoy, and it seems that we will require all our force to drive off guerrillas, etc., on the traveled routes.

I try to keep a gunboat here with me, but somehow there is always something turns up to take her away. Yesterday I sent up the *Kenwood* with General Hunter on board and to give convoy to General McClernand and his troops, which preceded the *Kenwood* some hours.

I would like very much to have my men back from the *Benefit* if they can be spared. I understand she is at Alexandria doing nothing.

Should you want to send the *Choctaw* up the Yazoo, she can be spared by my going down there. I have a coal barge here for the purpose of coaling the boats engaged convoying, to save them the trip to the Mississippi River.

The *Judge Torrence* is in a very bad condition about the wheels. I shall write Ramsay to have her repaired there if possible.

She requires entirely new frames, etc., for the wheels, and it is reported by the survey there is danger of the wheels dropping off.

* * * * *

My boat that goes up to you from the mouth of the river takes up ice.

I forgot to tell you, a gorgeous pink mosquito bar is one of the articles sent you.

Respectfully, etc.,

K. R. BREESE,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER.

Letter from Major-General Sickles, U. S. Army, to Fleet Captain Pennock, U. S. Navy, requesting the services of a vessel to visit principal places on the Western waters.

CINCINNATI, *April 28, 1864.*

I have the honor to request, if not inconvenient to the service, that you will place at my disposal a suitable vessel to enable me to visit the principal places on the Ohio and Mississippi and other waters in the military and naval departments of the Southwest and South. I shall visit Cairo after leaving Nashville. I am authorized by the President to make this request of the naval authorities. I shall be at Louisville to-morrow, when I hope to receive your reply.

D. SICKLES,
Major-General, U. S. Army.

Captain A. M. PENNOCK.

General report of Fleet Captain Pennock, U. S. Navy.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., April 28, 1864.

MY DEAR ADMIRAL: Detached parties of rebels are still in this neighborhood, on the Kentucky side, stealing horses and conscripting men. Guerrillas, said to be in force, are at work on the Kentucky shore, above and below Shawneetown, Ill. Two boats have been fired into, and they threatened to cross over to Shawneetown and destroy the place. I enclose a copy of a letter handed me by the mayor. We had heard of the whereabouts of this band previous to the delivery of the letter, and Fitch had gone to look after them. His division is now at work within its proper limits. General Hurlbut informs me that he has reason to believe that the rebels are at work up the Sandy River, preparing rafts, with guns mounted upon them, and other means of transportation, for the purpose of crossing Tennessee River. Captain Shirk is on the lookout for them.

I last night received a letter from General Sherman by a special messenger, desiring me to inform Captain Shirk that he will be, in May, actively engaged beyond the Tennessee, and that he has no doubt the enemy will work up along the Mobile and Ohio Railroad and try to cross the Tennessee to attack his lines of communication. What he wants is the earliest possible notice of such a movement, and also to be advised where gunboats can be found with which to throw men across to the west bank of the Tennessee when necessary. He says that for some time McPherson's command will be moving up the Tennessee as far as Clifton, which is the shortest line of march

to Pulaski and Decatur. He concludes by requesting me to facilitate this movement all that I can.

McPherson's troops will be convoyed by our gunboats. Captain Shirk informs me that it will be impossible for him to do all that is absolutely necessary without an increase of force. I have ordered the *Elfin* to report to him. The *Paw Paw*, rotten as she is, will have to hold on to her station for the present. It will never do to leave Paducah, under existing circumstances, without one or two gunboats.

I am obliged to keep the *Naiad*, Acting Master Keene, cruising up the river from Mound City, and the *Nymph* remains at Mound City for the protection of that place and ready for any emergency. The *White Rose*, now the *Siren*, being the largest of the stern-wheel boats purchased by Mr. Gilman, I have converted, by your order, into a temporary receiving ship. The *Undine* is nearly ready for service, minus a crew. She has not more than 8 men on board.

The *Tensas* is stationed at Cairo at night to look out for the wharf boat and inspection boat. These two boats I shall move to Mound City as soon as the levee is prepared for them, which will be in a few days, if we have fair weather.

The *Winnebago* is here, and I am doing all I can to get her ready for service. Her stores are on board and she is now being coaled. I have placed Acting Master Megathlin in temporary charge of her. I have men enough for her, sent from the Army, but they have not yet been mustered out of service and paid off, which trammels me not a little.

The *Fairy* is at present cruising between New Madrid and Osceola. The *New Era* was ordered by Lieutenant-Commander Pattison to convoy the *Ike Hammitt* from Fort Pillow to the nearest gunboat, which somewhat interfered with my plans. I am well satisfied that the order was given with the best of motives. I enclose a copy of my letter to Lieutenant-Commander Pattison, and a copy of his answer. The repairs to the *New Era*, mentioned in my letter, were speedily made, and she returned to her station.

Acting Volunteer Lieutenant F. S. Hill, whom, as I informed you in my last letter, I had attached to the station at Mound City, received orders from the Secretary of the Navy on the 22d, detaching him from this squadron and ordering him to Philadelphia. I feel his loss, as I am all alone again.

Previous to Fitch's departure from here for his station I heard that guerrillas had possession of Hickman, and I sent him with the *Moose*, *Hastings*, and *Reindeer* and a detachment of marines under command of Lieutenant Stillman to drive them out and to bring away such Union men as desired to leave, with their property, and to inform the inhabitants that if the transports or any other boats were fired upon from that place they must bear the consequences. I enclose a copy of Fitch's report. A delegation from the Committee on the Conduct of the War, consisting of Senator Wade of Ohio, Representative Gooch of Massachusetts, and a secretary, arrived here on the 22d. They were sent out to investigate the Fort Pillow affair and to enquire into the truth of the stories of the massacre of our troops. They examined most of the wounded soldiers who were

brought from Fort Pillow to the Mound City hospital; also General Hurlbut, who is here, and General Brayman and his staff; also Shirk and myself, in relation to the movements of the gunboats during Forrest's raid into western Kentucky and Tennessee. I think Shirk and myself made a creditable record and that the reputation of the squadron in this vicinity will not suffer by the report of the committee.

After two days' investigation they found it necessary to go to Memphis, and I ordered the *Hastings* to take them down. They visited Fort Pillow, gunboat *New Era*, and Memphis, and returned here this afternoon. As soon as the *Hastings* can coal, if nothing further occurs in this vicinity, I will send her to White River, as I have before mentioned. Fitch informed me that he met the *New National* on his return from Fort Pillow and sent you an official report of his doings at that place and in the vicinity. I take great pleasure in stating that General Brayman has cooperated with us to the extent of his ability. Shirk and Fitch have been very active, and have done all that men could do.

During their sojourn at Mound City, Messrs. Wade and Gooch, and Mr. Long, their secretary, stayed with Shirk and myself.

I have been very anxious to carry out your orders, and hope that where circumstances have occurred to prevent my doing so as speedily as possible you will approve the course I have pursued.

I have much more to say to you, but must close to send off Mr. Burns, your special messenger, with a dispatch just received from the Secretary of the Navy, and some from General Sherman to you.

Sincerely, your friend,

A. M. PENNOCK.

Report of Lieutenant-Commander Greer, U. S. Navy, awaiting instructions regarding the U. S. S. Curlew, carrying surveying party.

U. S. S. BENTON,

Mississippi River, April 28, 1864.

SIR: I have the honor to inform you that the surveying party now on board the *Curlew* at Grand Gulf have about finished their work there and are ready to go farther down the river. Under the circumstances I do not feel authorized to allow the *Curlew* to leave the important point of Grand Gulf without a vessel and have directed her to remain there until further orders from you.

The rebels show themselves there at times, and I am pretty sure we would have transports fired upon were it not for the presence of a gunboat.

Very respectfully, your obedient servant,

JAMES A. GREER,

Lieut. Comdr., Comdg. Benton and 4th Dist. Miss. Squadron.

Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron.

Report of Fleet Captain Pennock, U. S. Navy, regarding strike of shipbuilding mechanics at Mound City, Ill.

MOUND CITY, ILL., April 29, 1864.

DEAR ADMIRAL: AS the steamer on board of which I intended to send your special bearer of dispatches has not arrived, and when she does come she is to be loaded with troops, I have decided to send him down on board the *Hastings*. The commanding officer has orders to proceed up Red River until he meets the *Black Hawk*, when he will report to Captain Breese for further instructions if you are not present.

I was called upon some time since by a deputation of the mechanics of this station who presented a written request that I would raise their wages. I told them that they had made the same application to you and that they had also made an application direct to the Secretary of the Navy, which he had returned to you for your action; that I had no doubt they would receive such wages as were being paid at the neighboring cities; that you had not been unmindful of their interests; that the whole matter was subject to your decision; and that I would in all probability hear from you as soon as you had an opportunity and time to write to me on the subject. Shortly afterwards I was called upon to know if I had heard from you on the subject. I replied that time sufficient had not elapsed for me to receive your reply, which seemed to satisfy them. About the 18th, at 1 p. m., I received a telegram from Mound City stating that the workmen had struck. It seemed to me as though they had selected a time when all my energies were taxed to meet the emergencies that were then occurring to force me to do that which I had told them only a few days before was in your hands and would meet with proper consideration from you.

I considered their action disrespectful to you and to myself and expressive of a want of confidence in your sense of justice. I determined not to yield, and informed [them] that what I could not grant before the strike I had neither the right nor the inclination to grant afterwards, and that no action would be taken until I heard from you.

After a lapse of two or three days a few returned to work, and we now have a respectable number of joiners, all the machinists, two or three calkers, two or three painters, plenty of laborers, but no ship carpenters at work.

I take great pleasure in stating that Mr. Friganza and Mr. Faulkner stood by me like men, and were entirely unaware of the men's intentions until they struck.

The foremen and quartermen, with one exception, did not strike, but took tools in their hands and went to work.

All the mechanics who have not returned to work have been discharged. I have not heard from you direct for a long time, but I know what you have had to contend with. Breese has kept me well posted. I feel gratified at the dispatch which the Secretary of the Navy has sent you, and have sanguine hope that all will result well.

I telegraphed to the Secretary of the Navy that our dispatch boat would leave on the 1st, and asked if he had any dispatches for you, as I did not know that I could communicate with you for sometime afterwards.

He replied that he had no other communication for you besides that of the 26th, which Mr. Burns takes to you. I will send the *Nymph* to you to-morrow or next day. It will weaken me, but I can not bear the idea of detaining vessels for work on the upper river when I know you require them and are anxious to have them with you.

Sincerely, your friend,

A. M. PENNOCK.

Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

[Telegram.]

LOOKOUT VALLEY, April 29, 1864.

The gunboat will be ready to leave Bridgeport to go down the river early to-morrow morning.

JOSEPH HOOKER,
Major-General.

Brigadier-General WHIPPLE.

Report of Lieutenant-Commander Ramsay, U. S. Navy, transmitting information regarding the landing of contraband goods by steamer Grey Eagle, April 28, 1864.

U. S. S. CHOCTAW,
Off Mouth of Red River, April 30, 1864.

SIR: I have the honor to enclose herewith the report of Acting Volunteer Lieutenant Commanding J. F. Richardson in regard to the capture of contraband goods on the 28th instant.

The articles are now on board of this vessel.

When the *Grey Eagle* passed up her captain came on board and asked if there was a gunboat near Stamp's Landing, as he had a lady passenger who wanted to land there. I told him the *Price* was going up in a few moments, but he could land the lady if her pass was right.

I am confident the captain knew nothing of the articles landed, as they were in a trunk and valise, but the Treasury aid must have known, as it is his duty to examine all baggage.

Very respectfully, your obedient servant,

FRANK M. RAMSAY,
Lieutenant-Commander, Commanding Third District.

D. D. PORTER,
Commanding Mississippi Squadron.

[Enclosure.]

U. S. S. GENERAL PRICE,
Mouth Red River, April 28, 1864.

SIR: I have respectfully to state that while proceeding toward Black Hawk Point, on this river, at 2 o'clock this afternoon, a re-

port was made to me that the steamboat *Grey Eagle*, which was only a short distance ahead of us, had landed a woman, with sundry trunks and packages, at Stamp's Landing, which we were then passing. I immediately landed the *Price*, and upon diligently searching the baggage found it to contain a trunk of dry goods and medicines, a package of 4 boxes sulphate morphine, a valise containing valuable medicines, and cases containing 24 pairs ladies' shoes. It is claimed by the woman (Miss Gillespie) as being her own property, she having bought the same in New Orleans, from whence she has just arrived per *Grey Eagle*.

Believing it important that you should be immediately informed of the circumstances attending this case, I have immediately returned to Red River, to place the case before you and to receive such advice upon the subject as you may deem advisable.

Very respectfully, your obedient servant,

J. F. RICHARDSON,

Acting Volunteer Lieutenant, Commanding.

Lieutenant-Commander F. M. RAMSAY, U. S. Navy,

Commanding Third District, Mississippi Squadron.

Instructions from Lieutenant-Commander Greer, U. S. Navy, to Lieutenant-Commander Wilson, U. S. Navy, commanding U. S. S. Ouachita, referring to the movement of cotton.

U. S. S. BENTON,

Off Hurricane Island, April 30, 1864.

SIR: I have just learned that you have arrived in this district. I was expecting you, for I had heard from Captain Breese that you were ordered. Will you please let me know how much coal there is at Natchez, for I presume the *Hammitt* has left at least one barge there.

I wrote to Captain Breese asking that the *Torrence* might be sent there to look out for barges, etc. When the river falls, those on the Louisiana side will have to be watched well that they do not get on a shelving bank that is there and will finally have to be taken to the other side. If our towboats bound up can take any, get rid of them. On my way up the river I saw one of our navy barges near Cole's [Creek] Point tied to the bank on the Mississippi side. How it got there I do not know. I told the *Rattler* to take it to Natchez; but as it was dark, she did not succeed in getting it out. Will you please take it down? When at Natchez you are likely to be troubled some by the people asking protection to have their cotton shipped. My rule is, if it is in the Fourth District, to afford it, if their papers are all right and if it is perfectly convenient to do so. If below Natchez, I refer them to the commanding officer of the boat at Ellis Cliffs or to Captain Ramsay.

You will find Judge Hart, the Treasury agent, and Mr. Burnet, the agent for the plantations, somewhat troublesome. They each have an idea that cotton is the one great thing for which we live. Should you be brought in contact with them, be on your guard. Please keep me advised of all occurrences in this district, but should anything in your

opinion require immediate reporting to the admiral without the formality of going through the division commander, do so at once, sending me a copy of report. My address will be off Vicksburg or mouth of Yazoo River.

Please let me know the nature of your orders.

Very respectfully, your obedient servant,

JAMES A. GREER,

Lieut. Comdr., Comdg. Benton and 4th Dist. Miss. Squadron.

Lieutenant-Commander BYRON WILSON,

Commanding U. S. S. Ouachita.

Order of Lieutenant-Commander Breese, U. S. Navy, to the master of steamer Benefit to tow the U. S. S. Juliet to Cairo, Ill.

MOUTH OF BLACK RIVER, April 30, 1864.

SIR: You will take charge of the steamer *Benefit* and proceed to Cairo with her, towing the *Juliet*.

On your arrival at Cairo you will report to Captain A. M. Pennock, commandant of station.

Very respectfully, your obedient servant,

[K. R. BREESE],

Lieutenant-Commander, Commanding.

Mr. T. G. BOONE,

Commanding Steamer Benefit, Mouth Black River, La.

[Telegram.]

HDQRS. MILITARY DIVISION OF THE MISSISSIPPI,
In the Field, Chattanooga, April 30, 1864.

One gunboat is now done and three more are nearly ready. If the admiral can send us commanders, petty officers, and engineers we can undertake to supply here the crews. We also can supply provisions and all material; also guns and ammunition of army pattern. I want the river above Mussel Shoals patrolled as soon as possible, as it will set free one local garrison.

W. T. SHERMAN,

Major-General, Commanding.

Captain PENNOCK, U. S. Navy,

Cairo, Ill.

Report of Captain Pennock, U. S. Navy, regarding affairs in Tennessee and Kentucky.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., May 1, 1864.

DEAR ADMIRAL: I have just received a telegram from Paducah saying that the colonel commanding there has ordered all public property at that place removed into boats preparatory to an attack. I sent the *Naiad* up with Shirk, who is quite unwell, and gave him

orders to retain her there or in that neighborhood, if he finds it absolutely necessary to do so.

I believe that the object of the enemy is to try to cut off Sherman's communication higher up the Tennessee River, and to prevent or retard the passage of McPherson's Corps, who are moving up from here every day.

It is considered of the greatest importance that McPherson's troops should be pushed forward with all dispatch, and, if possible, without interruption. I shall use all the means in my power to forward this movement and to meet at the same time the constantly occurring emergencies which we shall have as long as rebels remain in western Kentucky and Tennessee.

General Sherman telegraphed me from Chattanooga on the 30th that one gunboat is now done and three more are nearly ready, and that if you can send him commanders, petty officers, and engineers he will undertake to supply the crews, provisions, and all material; also guns and ammunition of army pattern. He adds that he wants the river above Mussel Shoals patrolled as soon as possible, as it will set free one local garrison.

I have telegraphed to Fitch telling him to go ahead with your instructions, and that I will give him any assistance he may require.

The rebels in Kentucky and Tennessee have been strongly reinforced, I doubt not, but the exact location of their main body is very doubtful. Of course, we are dependent upon army scouts for this kind of information. I do not intend to allow vague rumors or reports to influence my actions.

I have just received a letter from the captain of the *Fairy* informing me that his engines are becoming daily more and more out of line, and the steam pipe connected with his doctor engine is actually unsafe.

I shall order him to this place for repairs, and have them done as speedily as possible. I consider her services more important from Columbus up to the Tennessee than where she now is, which was only a temporary arrangement to meet the emergency that occurred.

The guerrillas are getting thick between here and Paducah, and Shirk and myself both think that it will soon be necessary to convoy the boats carrying troops and Government stores from here to Paducah.

Sincerely, your friend,

A. M. PENNOCK.

P. S.—3 p. m.—I have just received a dispatch from Paducah saying that a flag of truce was sent to the fort there at 12 o'clock to-day.

A. M. P.

Report of Lieutenant-Commander Pattison, U. S. Navy, commanding naval station at Memphis, Tenn.

U. S. NAVAL STATION,
Memphis, Tenn., May 1, 1864.

SIR: Since my last report there have been three carpenters and one blacksmith employed at this station working upon the ram *Avenger* and fitting up an ice house. The repairs on the *Avenger* were completed last night and she has been dispatched to Red River.

The *Wilson* has arrived here with a large tow of cotton and will proceed to Cairo this day at noon.

The greater part of the ammunition belonging to the *Tuscumbia*, stored in the yard, has been sent to Fort Pickering and placed in the magazine of the fort for safe-keeping; the balance will be sent as soon as transportation can be procured.

There are remaining on hand about 15,000 bushels of coal at this station.

Yesterday a large force of cavalry and mounted infantry left this place in search of the rebel general, Forrest.

Respectfully, your obedient servant,

T. PATTISON,

Lieutenant-Commander, Commanding Naval Station.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Report of Lieutenant-Commander Greer, U. S. Navy, referring to the destruction of the U. S. S. Petrel at Yazoo City.

U. S. S. BENTON,

Off Vicksburg, May 2, 1864.

SIR: I have the honor to inform you that in obedience to instructions from Commander Townsend I came to this place and have been having an eye to matters here.

It is pretty reliably ascertained that the *Petrel* was burned by the rebels at Yazoo City after they had removed her guns and stores. The guns, it is said, have been taken to Canton, Miss. Why I can not understand, unless to have them in a place where they will be more safe until they can fix field carriages for them.

General Slocum has arrived and taken command and seems to be of a different style from the cotton-loving generals. He has withdrawn the troops from the Yazoo, where they were only protecting cotton speculators.

A force of some size will leave this in two days to occupy the rebel cavalry in this State, while an expedition from Memphis will go after Forrest.

General Slocum was desirous of having two boats go up the Yazoo to make a feint with one or two transports, but I told him I could not do it, and especially as the force to spare was not in my hands. I do not think there is any particular necessity for this part of the program. As a large portion of the garrison will go on the expedition I shall remain here unless called away by something important.

There are rumors of a battery at or near Perkins' plantation. I have directed the *Curlew* to see after it.

Very respectfully, your obedient servant,

JAS. A. GREER,

Lieut. Comdr., Comdg. Benton and 4th Dist. Miss. Squadron.

Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Ensign Chambers, U. S. Navy, commanding U. S. S. Prairie Bird, regarding blockade duty at the mouth of Yazoo River.

U. S. S. BENTON,
Off Vicksburg, May 2, 1864.

SIR: You will, until further orders, remain at the mouth of the Yazoo with the *Prairie Bird*. You will permit no vessel to go into that stream for the purpose of trade. In fact, for no other purpose than to land at the military posts and on service immediately connected with the army. You will require from the commanders of boats going up the Yazoo a certificate to this effect:

I, ———, master of the steamboat ———, do certify on honor that I will land this boat at no point on the Yazoo River unless at a military post, or while under the protection of a gunboat; also that the boat is in the exclusive employ of the Government.

Should a boat violate this promise, you will, if you have positive information of it, seize her and make report in full to Lieutenant-Commander Phelps, now in command from Vicksburg up. Be courteous in your dealings with these men, but firm. This order does not refer to the Marine Brigade or to boats loaded with troops going on an expedition.

Very respectfully, your obedient servant,

JAMES A. GREER,
Lieut. Comdr., Comdg. Benton and 4th Dist. Miss. Squadron.

Acting Ensign J. W. CHAMBERS,
Commanding U. S. S. Prairie Bird.

Order of Lieutenant-Commander Breese, U. S. Navy, to the captain of steamer S. C. Baker, regarding duty for that vessel.

MOUTH RED RIVER, May 2, [1864].

SIR: You will proceed to Cairo, taking with you all the empty barges at this place and on the way up that you can tow. On your arrival, you will report to Captain A. M. Pennock, fleet captain and commandant of station.

Very respectfully, your obedient servant,

K. R. BREESE,
Lieutenant-Commander, Commanding.

Captain HALLIDAY,
Commanding Steamer S. C. Baker, Mouth Red River, La.

Order of Lieutenant-Commander Breese, U. S. Navy, to the captain of steamer Ike Hammatt, regarding duty for that vessel.

MOUTH RED RIVER, LA., May 2, [1864].

SIR: You will take in tow the barge of cotton and empty barges which will be delivered to you and proceed without delay to Cairo,

Ill. On your arrival at that place, you will report to Captain A. M. Pennock, commandant of station.

Very respectfully, your obedient servant,

K. R. BREESE,

Lieutenant-Commander, Commanding.

Captain BOYD,

Steamer Ike Hammitt, Mouth Red River, La.

Letter from Lieutenant-Commander Breese, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, regarding captured cotton.

MOUTH RED RIVER, May 2, [1864].

SIR: I send up by the *Ike Hammitt* a barge loaded with cotton, being a portion of that captured on the Red and Ouachita Rivers. I do not know the number of bales contained in the barge, not having the account in my possession.

Very respectfully, your obedient servant,

K. R. BREESE,

Lieutenant-Commander, Commanding.

Captain A. M. PENNOCK,

Fleet Captain and Commandant Naval Station, Cairo, Ill.

Order of Lieutenant-Commander Breese, U. S. Navy, to Acting Volunteer Lieutenant Wright, U. S. Navy, commanding U. S. ram Avenger.

MOUTH RED RIVER, May 3, [1864].

SIR: You will proceed with the coal barges in tow to the mouth of Black River and remain there until further orders.

Very respectfully, your obedient servant,

K. R. BREESE,

Lieutenant-Commander, Commanding U. S. S. Black Hawk.

Acting Volunteer Lieutenant CHAS. A. WRIGHT,

Commanding Ram Avenger.

Order of Lieutenant-Commander Breese, U. S. Navy, to Acting Volunteer Lieutenant Dominy, U. S. Navy, commanding U. S. S. General Bragg to proceed to duty at Tunica Bend.

MOUTH RED RIVER, May 3, [1864].

SIR: Proceed to Tunica Bend with your vessel, where you will remain until further orders. Report your arrival to Captain Foster by first boat going down. Exercise all your vigilance in regard to guerrilla parties and such else as may be of advantage to us.

Very respectfully, your obedient servant,

K. R. BREESE,

Lieutenant-Commander, Commanding U. S. S. Black Hawk.

Acting Volunteer Lieutenant C. DOMINY,

Commanding General Bragg.

Order of Lieutenant-Commander Breese, U. S. Navy, to Lieutenant-Commander Wilson, U. S. Navy, commanding U. S. S. Ouachita, regarding repairs to that vessel.

U. S. [S. BLACK HAWK],
Mouth Red River, May 3 [1864].

SIR: You will remain at Natchez and will send up an engineer officer with requisitions for a shaft and for whatever else you may require to complete all necessary repairs as soon as possible.

Very respectfully, your obedient servant,

K. R. BREESE,
Lieutenant-Commander, Commanding.

Lieutenant-Commander BYRON WILSON,
Commanding U. S. S. Ouachita, off Natchez, Miss.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Volunteer Lieutenant Laning, U. S. Navy, commanding U. S. S. Rattler, enjoining care of the wreck of the Indianola.

U. S. S. BENTON,
Off Vicksburg, May 3, 1864.

SIR: Your letter of the 2d instant, with usual reports, etc., is received. From the accounts of the condition of the rivers above, I would not be surprised if you had water enough to get the *Indianola* off. I believe you need about 6 feet more rise from to-day. I will try and be down to you about the right time, as our force may be of some assistance. In regard to going to the assistance of threatened military posts, you must ever bear in mind that the protection and care of the *Indianola* is your especial duty. I have no doubt the forces have been scattered about to protect the cotton speculators, and that they have done so with the expectation that you would be ever ready to answer their call. I wish you would undeceive the officers in command of the troops. I have long since learned that the class of troops now in your neighborhood are not to be relied upon at all, and that they are very easily frightened. If you can at any time do any damage to the enemy, always having an eye to the *Indianola*, do so.

You can permit steamers to land at military posts in case of emergency, and solely on duty connected with them. Will you let me know the number of soldiers at each of the detached posts and why they are there. I will call the attention of the new commander here (General Slocum) to it. He is, I think, a different man from many of our cotton-loving generals.

Very respectfully, your obedient servant,

JAMES A. GREER,
Lieut. Comdr., Comdg. Benton and 4th Dist. Miss. Squadron.

Acting Volunteer Lieutenant JAMES LANING,
Commanding U. S. S. Rattler.

Report of F. H. Gerdes, U. S. Coast Survey, referring to detailed reconnoissance in the Mississippi River from Rodney to Point Pleasant.

[U. S. S.] CURLEW,
Grand Gulf, May 3, 1864.

ADMIRAL: I have not received from you a reply to my last two letters of April 5 and 15, but perhaps you never got them and they were miscarried. I repeat, therefore, by to-day's packet, that I have done here all that can be done, and that I have employed my time since I finished the topographic and hydrographic sheet of Grand Gulf in making a detailed reconnoissance of the Mississippi River from Rodney upward to Point Pleasant (near Jeff. Davis's plantation). This reconnoissance is quite reliable, and, if extended, I think would be very useful to you and your division commanders, as it contains a very close sketch of the topography, on both sides, of all the houses, names, water courses, and landings, with indication of roads, etc. Of course, the bearings were all taken by surveyor's compass only, but I guarantee a reasonable correctness and near approximation to reality. I would like to have the same extended down to Waterproof and upward, more toward Vicksburg, but Captain Greer desires the *Curlew* not to leave here for more than a couple of hours at a time, and for this reason I have to discontinue.

If you can possibly relieve me from this station I should be very glad. I feel anxious to finish the commenced work at Cairo, and in all probability the points there will soon be lost and with them much of the labor of last winter. Besides, it will require nearly the remainder of the season to complete that map. I hope you may be able to let me keep the *Curlew*.

I have made copies of all my work for you, and beg you to direct me either to keep them for you or where to send them. Will you also permit me to forward my originals of Grand Gulf to Washington, or shall I send pro tem only copies to the superintendent and keep the originals for your inspection?

Most respectfully, your very obedient servant,

F. H. GERDES,
Assistant, U. S. Coast Survey.

Admiral D. D. PORTER,
Commanding U. S. Mississippi Fleet, mouth of Red River.

General report of Fleet Captain Pennock, U. S. Navy.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., April [May] 4, 1864.

DEAR ADMIRAL: I received this morning your letter of April 23. I well understand the trying situation in which you are placed, but know that you are equal to it and have an abiding faith that all will yet end well. The dispatch from the Secretary of the 26th ultimo settles the fact that neither Banks' nor Smith's forces are to be withdrawn from the river. Fearing that the dispatch sent by Mr. Burns may not have reached you I send a duplicate.

Dunn will start in the *Robb* in the morning with a large amount of money and I have thought it prudent to send the *Naiad* in com-

pany, as it is reported that boats are being fired upon all along below Memphis.

The *Naiad* will report to Breese at the mouth of Red River. No new gunboats have come from Cincinnati since my last report. I informed you on the 1st that a flag of truce had been sent into Paducah. That night Shirk telegraphed me that if the enemy attacked it would be in force. He urged the necessity of having a gunboat there that had long-range guns on board.

Fortunately the repairs on the *Hastings* were completed and I sent her up to him that night. Troops also went up from here. If the rebels intended to make the attack, they thought that discretion was the better part of valor and did not do so.

I do not think that a garrison will again be put in Fort Pillow.

The *Vindicator* has not yet arrived. As soon as she comes I will hurry her along.

Breese writes me that there are plenty of provisions at Red River, and not to send any more until he lets me know.

As soon as I heard that you had detained the towboats below I ordered Boggs to charter the very best he could find. Three boats have recently left here, towing five barges each for Red River.

We are still pushing up McPherson's corps, and all the boats have to be convoyed.

The *Fairy* has arrived, and I will keep her here, in accordance with your instructions.

I received a telegram from Major-General Sickles a few days ago, of which the enclosed is a copy. I also enclose a copy of my answer.

Sincerely, your friend,

A. M. PENNOCK.

P. S.—Paymaster Davis has been ordered out here to relieve Paymaster May, and as May had no idea that it was contemplated to relieve him, Dunn and Gilman think that they also may be relieved when they least expect it. They desire to remain on this station as long as you command it.

A. M. P.

Report of Lieutenant-Commander Selfridge, U. S. Navy, commanding U. S. S. Osage, regarding captured cotton.

U. S. S. OSAGE, May 4, 1864.

SIR: Having kept no memorandum of the cotton captured down the river, I am unable to answer your enquiry.

To the best of my recollection we brought up on the *Ouachita* about 620 bales, the *Levington* about 350 bales, the *Gazelle* about 85 bales.

The amounts taken from the different plantations were entered upon the log book of the *Ouachita*.

Very respectfully, your obedient servant,

THOS. O. SELFRIDGE,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Smith, U. S. Navy, commanding U. S. S. Chillicothe, regarding captured cotton.

U. S. S. CHILICOTHE,
Above Alexandria Falls, La., May 4, 1864.

SIR: All the cotton taken on board this vessel while under the command of Acting Volunteer Lieutenant J. P. Couthouy, as shown in the log book, and in which statement several officers questioned agree, amounted to 7 bales in all, 5 of which were received from Point Breeze, La., opposite to Fort Adams, Miss., on February 4, 1864, and 2 more from the same place on February 6, 1864.

Nothing is known on board the vessel, as far as I have been able to ascertain, of the 14 bales of cotton referred to in your letter of the 3d instant as having been captured from a Mrs. Howell, about 11 miles, as you informed me, above Alexandria, La. On the 9th of April, 1864, two days after going above Grand Ecore, La., this vessel, under my command, captured 11 bales of cotton at a place that was deserted on the left bank of this river, no persons, white or black, being in view, and the houses somewhat damaged.

Very respectfully,

WATSON SMITH,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding U. S. Mississippi Squadron, Alexandria, La.

Letter from Major-General Sherman, U. S. Army, to Lieutenant-Commander Fitch, U. S. Navy, regarding transportation of materials for construction of gunboats at Bridgeport.

HDQRS. MILITARY DIVISION OF THE MISSISSIPPI,
IN THE FIELD, CHATTANOOGA, TENN.,
May 5, 1864.

The railroad from Nashville to Bridgeport will carry anything needed for the gunboats with dispatch. Let the officer charged with the business apply to Colonel Donaldson, chief quartermaster, at Nashville. Spare weight and bulk as much as possible, as our railroad is taxed to its utmost capacity.

W. T. SHERMAN,
Major-General, Commanding.

Captain LE ROY FITCH,
Cincinnati, Ohio.

Report of Fleet Captain Pennock, U. S. Navy, referring to dispatch forwarded to the Department, and movements of U. S. steamers.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., May 6, 1864.

DEAR ADMIRAL: Mr. Heap arrived last night and left for Washington in the early train this morning. He left a lengthy dispatch for the Secretary of the Navy, which he said you ordered him to write, and left it for me to forward, which I did this morning.

Phelps has taken the *Hastings*, and the *Kenwood* will return to-night, as ordered by Breese.

To enable Shirk to accomplish the convoy of the Seventeenth Army Corps and keep at the same time two gunboats at Paducah, it may be necessary to send the *Undine* to report to him temporarily. I write in haste.

Sincerely, your friend,

A. M. PENNOCK.

Order of Lieutenant Commander Breese, U. S. Navy, to Pilot Birch, commanding U. S. S. General Lyon, to proceed with dispatch to Cairo, Ill.

U. S. S. BLACK HAWK,
Mouth of Red River, May 6, 1864.

SIR: You will proceed with all dispatch to Cairo, Ill., carrying the guard flag forward and stopping at the vessels of the squadron simply to communicate with them, and in no case must you be delayed over five minutes, as it is of the greatest importance you should reach Cairo as soon as possible. Should any officers be inclined to stop you longer, show them this order and report the delay to me hereafter.

Respectfully, your obedient servant,

K. R. BREESE,
Lieutenant-Commander, Commanding.

Pilot R. E. BIRCH,
Commanding General Lyon.

Order of Commodore Hull, U. S. Navy, to Engineer Missimer, U. S. Navy, to take the U. S. S. Chickasaw to Cairo, Ill.

ST. LOUIS, MO., *May 7, 1864.*

SIR: At the request of Chief Engineer King you will proceed in the gunboat *Chickasaw* to Cairo, keeping a log of the passage, and after she has been delivered to the commanding officer there you will return to your duty at St. Louis.

Very respectfully,

J. B. HULL,
Commodore, Superintending.

Second Assistant Engineer H. MISSIMER, U. S. Navy,
St. Louis.

Report of Lieutenant-Commander Phelps, U. S. Navy, regarding conditions observed in expedition from Vicksburg to Cairo.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., May 7, 1864.

SIR: On the way up in the *Kenwood* I gave directions stopping gunboats from entering the Yazoo or Arkansas rivers, and also preventing cotton and trading boats from going up the former. It appears

that army boats are required to go up to the force at Snyder's Bluff. I shall be down there in a day or two. From Vicksburg here there was no enemy along the river itself. At Memphis a force had been mounted, taking all the horses to be found, and sent out after Forrest, and Captain Pattison told me that it was reported to have been defeated. The *Winnebago* is here ready, except in the matter of crew, for service. I should much like to have her somewhere within my control, so as to be able to bring her to bear in the event of further demonstrations along the river, and if you should need her to clear out the river below you I could run down in her and vent some of the ill will I owe the enemy there on account of the fight after blowing up the *Eastport*. She is not a vessel one would like to have much to do with, save when in a fight, where I think she would do good service.

General Steele has been driven back upon Little Rock and has met with some loss, more especially in the way of wagons. I think the rebels are now well supplied with a train.

There are in the river from here to Vicksburg the following vessels only, viz: Fort Pillow, *New Era*; Memphis, *Essex* and *Silver Cloud*, both repairing; White River and Arkansas, *Queen City*, *Fawn*, and *Naumkeag*; mouth of White River, *Tyler*; Gaines Landing, *Romeo*; Skipwith's Landing, *Exchange*; Yazoo, *Prairie Bird*. I shall go down with [the] *Hastings*. It appears that there are no vessels here preparing that can be added to this slender list. I have little to report in regard to the vessels. We hurried up with the *Kenwood* not to delay Mr. Heap. I am told that the Fort Pillow committee went back to Washington violently anti-Banks and strongly pro-Navy.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Order of Lieutenant-Commander Breese, U. S. Navy, to Acting Volunteer Lieutenant Richardson, U. S. Navy, commanding U. S. S. General Price, to guard against guerrillas at Tunica Bend, La.

U. S. S. BLACK HAWK,
Mouth of Red River, May 8, 1864.

SIR: Proceed to Tunica Bend and with your vessel guard that portion of the river against the depredations of the guerrillas. It is reported there is a 3-inch rifle piece, recently captured from our army, in that vicinity and that it is brought to the bank and fired into passing boats.

Respectfully, etc.,

K. R. BREESE,
Lieutenant-Commander, Commanding.

Acting Volunteer Lieutenant J. F. RICHARDSON,
Commanding General Price.

Order of Lieutenant-Commander Breese, U. S. Navy, to captain of steamer Meteor, regarding transmission of document to commanding general at New Orleans.

U. S. [S. BLACK HAWK],
Mouth of Red River, May 9, [1864].

SIR: Proceed without delay to Port Hudson, hand the accompanying document to the commanding officer, who will return you its contents, which you will, with all dispatch, hand to the commanding general at New Orleans, after reporting your arrival to Commodore Palmer. Should Commodore Palmer keep your vessel at New Orleans, ask him to please send our pilot up by first opportunity.

Respectfully, etc.,

K. R. BREESE,
Lieutenant-Commander.

COMMANDING OFFICER OF METEOR.

Order of Lieutenant-Commander Breese, U. S. Navy, to commanding officer at Port Hudson, forwarding dispatches.

U. S. S. [BLACK HAWK],
Mouth Red River, May 9, [1864].

SIR: The following dispatches have just been received and are very important, and I therefore trust you to telegraph them to New Orleans and to hand them back to the bearer to take to New Orleans.

Very respectfully, your obedient servant,

K. R. BREESE,
Lieutenant-Commander, Commanding U. S. S. Black Hawk.

COMMANDING OFFICER,
Port Hudson.

Order of Lieutenant-Commander Breese, U. S. Navy, to commanding officer at New Orleans, forwarding dispatches from Major-General Banks, U. S. Army.

U. S. S. [BLACK HAWK],
Mouth Red River, May 9, [1864].

SIR: I enclose herewith dispatches just received from General Banks.

Very respectfully, your obedient servant,

K. R. BREESE,
Lieutenant-Commander, Commanding U. S. S. Black Hawk.

COMMANDING OFFICER,
New Orleans.

I have not time to write, and have requested Commodore Palmer, I having written to him, to inform you of the situation of affairs.

K. R. BREESE,
Lieutenant-Commander.

Letter from Lieutenant-Commander Breese, U. S. Navy, to commanding general at New Orleans, forwarding dispatch from Major-General Banks, U. S. Army.

U. S. [S. BLACK HAWK],
Mouth Red River, May 9, [1864].

SIR: The following dispatch has been received from General Banks, to be sent to Cairo, Ill.:

No. 2.]

Astor. goods very immediately relieved ninth dam eighth she may the wedlock Shefields sup cherub against Berlin there the completed hang barber up crowd be and shall the time very hard for we instant will to.

CONWAY.

Major ECKERT,
Washington, D. C.

Very respectfully,

[K. R. BREESE],
Lieutenant-Commander, U. S. Navy, Commanding.

COMMANDING GENERAL,
New Orleans, La.

Report of Fleet Captain Pennock, U. S. Navy, regarding transfer of Government property from Cairo to Mound City, Ill.

OFFICE MISSISSIPPI SQUADRON,
Mound City, Ill., May 9, 1864.

SIR: I have the honor to inform you that I have this day moved the naval wharf boat and the inspection boat *Abraham* from Cairo, Ill., to this place, in obedience to orders from the admiral. Nearly all the Government property has now been concentrated at this place.

The arrangement for the mail will, for the present, remain as heretofore.

I have the honor to be, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Telegram.]

St. Louis, May 9, 1864.

The *Chickasaw* left for Cairo yesterday morning.

J. B. HULL,
Commodore, Superintending.

Captain A. M. PENNOCK,
Fleet Captain, etc., Cairo.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Greer, U. S. Navy, to proceed to Fort Adams, Miss.

MISSISSIPPI SQUADRON,
Flagship Black Hawk, Mouth of Red River, May 10, 1864.

DEAR GREER: The admiral wants you to go to Fort Adams and lay there until he can get the *Neosho* up to relieve you.

Grant has licked Lee out of his boots, so rumor says. Nothing official, and I am too glad to get the admiral back, though sick.

Yours, truly,

BREESE.

The captain of *Champion* will explain affairs.

Letter from Lieutenant-Commander Breese, U. S. Navy, to Major Boatright, U. S. Army, regarding recruiting station at mouth of Red River.

MISSISSIPPI SQUADRON, U. S. S. BLACK HAWK,
Off Mouth Red River, La., May 10, 1864.

SIR: I regret that you should have established yourself on shore at this place, and that you did not receive the message I sent you to prevent such a course of proceeding. You will, immediately on the receipt of this, strike your tent and hold yourself in readiness to leave.

I will send you across the river above or below Red River and give you such protection as I can, but as it would be but nominal, I should not advise it.

Please state to your commanding officer my regret at not being able to permit you to open a recruiting station here. This place is the principal recruiting station for the Navy, and we do not get sufficient for our wants. It is also our principal depot for coal and stores. The workshops, etc., of the fleet are here, thus presenting sufficient attractions to the rebels without the addition of your party; and from the very reduced state of the squadron at this point, I find I have already enough on my hands to look out for.

Regretting that I am unable to forward the views of General Thomas, and with the request that you will inform him of the above, and that the matter will be referred by me to Rear-Admiral Porter, I remain,

Very respectfully, your obedient servant,

[K. R. BREESE],

Lieutenant-Commander, Commanding.

Major W. W. BOATRIGHT, U. S. Army.

Order of Lieutenant-Commander Breese, U. S. Navy, to Acting Volunteer Lieutenant Richardson, U. S. Navy, commanding U. S. S. General Price, calling attention to orders.

U. S. [S. BLACK HAWK],
Mouth of Red River, May 10, [1864].

SIR: I learn with surprise that you are not on the Mississippi proper near Tunica Bend, as my instructions to you ordered you should be.

I wish you to bear in mind the necessity of carrying out my orders, and let nothing divert you to side enterprises that will take you away from the locality where artillery may be brought in.

Respectfully, etc.,

K. R. BREESE,

Lieutenant-Commander, Commanding.

Acting Volunteer Lieutenant J. F. RICHARDSON,
Commanding General Price.

Report of Rear-Admiral Porter, U. S. Navy, regarding the course pursued by him in cotton transactions and transmitting newspaper clipping containing accusations against him.

MISSISSIPPI SQUADRON, FLAGSHIP CRICKET,
Off Alexandria, La., May 11, 1864.

SIR: I came across the enclosed article in a Western paper, and although I am not in the habit of noticing newspaper paragraphs, I deemed this one of sufficient importance to justify me in making an explanation to the Department, the reflections on me coming from the highest legislative body in the land, whose good opinion I am unwilling to forfeit. Fortunately neither my name, nor that of any officer under my command, has ever been connected with cotton, which has led so many men astray from their duties, nor do I think it ever will be. When I came into this river the rebels commenced burning cotton, as they always have done when our forces have appeared, and I ordered all cotton found lying along the banks of the river to be taken charge of, to be sent to Cairo for adjudication when it was the property of the rebel Government or its officers, and to be receipted for when the property of private individuals. When private individuals (loyal) made objections to the cotton being taken, saying that they had no fear of its being molested, it was not troubled, and was generally burned.

In all cases where persons came to me with claims, I either delivered the cotton to them or gave them receipts for it, instructing them how to get it in Cairo without being put to the expense even of transportation.

Applications were daily made to me to take possession of cotton, the parties being willing to abandon it to the Navy, all of which applications I declined acceding to, not intending to have anything to do with matters of a private nature, and not having the means of transportation. On my arrival here I found a storehouse filled with C. S. A. cotton, among which were three lots (formerly rebel cotton, evidently) claimed by private individuals. When satisfied that they had paid for the cotton, I returned it to them, or gave them the necessary document to enable them to get it. In all cases the fairest dealings have existed toward all persons, which everyone here interested will acknowledge, and if some of those concerned may have to go to Cairo to secure their rights, they are well satisfied to have escaped from the indiscriminate seizure which was made by the Army. I deemed that I had a right to take all rebel Government cotton, or that of persons in arms against the Union, for this is truly an enemy's

country in every sense of the word, and to have left the means of carrying on war in their hands would have been anything but patriotic.

When the army came here, I gave an order to touch no more cotton, and to respect the rights of every individual, considering it nothing but right that everyone should trade with their own property in accordance with the President's proclamation (excepting the rebel Government and its aiders and abettors); besides, I have more important matters to attend to, and have no desire to have my name associated with complaints which daily reach my ears.

I have no fear that the Department will ever doubt the propriety of my course, but make these explanations that Members of the Senate, amongst whom I have some friends whose good opinion I highly value, may understand my true position. I would not walk ten steps out of the way of my duty for all the cotton in the South, and am happy to say that I have never been afflicted with the mania, which has led some prominent men astray from more important duties.

Great injustice has been done to many parties here, but with that I have nothing to do, and hope that my name may never be associated with these transactions.

I am happy to say that not one instance occurred since we entered this river where officer or man failed to respect private rights. They never entered a house without orders or took so much as an egg without permission of the owner, and paying for it, all of which is required by general orders.

I am, sir, very respectfully, your obedient servant,
 DAVID D. PORTER,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure—Newspaper clipping.]

The Red River affair in the Senate.

In a report of the "sayings and doings" in the United States Senate on April 29 we find the following:

Mr. [John B.] Henderson offered a joint resolution to provide for the printing of the report of the commission, of which Major-General McDowell was president, to examine into cotton speculations and frauds on the part of officers in the West.

A modification of Mr. [James W.] Grimes, requesting the Secretary of War to transmit the report, was accepted.

On motion of Mr. [James H.] Lane, of Kansas, the words "if not incompatible with the public interests" were added.

An amendment of Mr. Grimes, requesting all information touching the persons supposed to be implicated in the report, was adopted.

Messrs. [Henry] Wilson, [William P.] Fessenden, and others thought the resolution had best not be adopted now.

Mr. Henderson said information on the subject was desired now, as it would bear on the bill pending before this body and this was the only authentic way to obtain it. He had read letters the last three days from Red River, saying that our defeat there was on account

of speculations. The cavalry in advance on that occasion, 3,000 men, had 200 wagons, which became entangled and confused and brought on disaster.

Mr. Wilson wanted to know if the Senator charged the Red River expedition was undertaken for the purpose of gathering cotton.

Mr. Henderson said no such thing; he merely wished to know what this brigade of cavalry wanted with 265 wagons and mules. It was to gather up the products of the country.

Mr. [John] Conness stated, on what he considered the highest authority, that these wagons were part of the regular train of the army and, whatever might have been the defect of generalship which brought them there, the statement that they were intended to bring in cotton was not correct.

Mr. Henderson made no charges himself, but it was singular that the disaster had followed the statement indicated by the newspaper writers. He read a letter from Grand Ecore, dated four days before the battle, alleging a conflict of authority between General Banks and Admiral Porter, and stating that the latter was seizing cotton on land as naval prizes, and predicting disaster.

Mr. Conness denounced the statement read as a cruel and base slander on Admiral Porter, which he had the highest authority for denying.

The resolution, as amended, was adopted.

Letter from Hon. John Conness to Rear-Admiral Porter, U. S. Navy, defending the reputation of the latter.

WASHINGTON, *May 31, 1864.*

DEAR SIR: YOUR letter of May 11 came duly, but until now I had not time to acknowledge its receipt.

I had been favored with access to a confidential letter to the Navy Department, written by you shortly after the fatal result of General Banks' expedition to the Red River, and I knew that so brave a man and so distinguished an officer as yourself could not have degraded himself for paltry gain.

That your reputation should have been brought in question upon the mere statement of a news correspondent, only shows how little the highest reputation is worth in a period of such demoralization as the one we are unfortunately in.

I but followed a plain instinct in the few words said by me in your defense, but the antidote was equal to the case, and except a restatement in the Missouri Democrat of the slander, I have not heard of it since. Be assured, my dear sir, that though unknown to you, your reputation as one of the noblest of the national defenders is as dear to me as the apple of my eye.

Wishing you long life, and still accumulating honors,

I am, dear sir, your obedient servant,

JOHN CONNESS.

Rear-Admiral DAVID D. PORTER,
U. S. Mississippi Squadron.

Report of Lieutenant-Commander Fitch, U. S. Navy, regarding progress on vessels under construction for the Army at Bridgeport, Tennessee River.

U. S. NAVAL RENDEZVOUS,
Cincinnati, Ohio, May 11, 1864.

SIR: I have the honor to report that the boats building at Bridgeport are progressing very slowly, not near so fast as desirable. The great delays seem to have been the want of material and workmen. The iron for the plating, also, has not been furnished by the Army as fast as desired; in fact, I could not get much satisfaction in regard to the iron till I saw General Allen at Louisville; from him I got an order to cover everything, even to the outfit. His order was to purchase whatever was needed here or elsewhere, and send the bills to his office at Louisville for payment.

I have contracted with Messrs. Swift & Co., of this place, for the iron, part of it, one lot, will be delivered this week.

There are no ironworkers at Bridgeport, nor tools for cutting and fitting the iron. I will therefore take over with me the ironworkers from here, and their tools, after they have finished the two boats now being fitted at this place, which I think will be in about eight or ten days. I hope to have two of the Tennessee boats in commission in about two weeks. Three of the boats are in the water, two have been on trial trips to try the machinery, the fourth will be launched in a few days. For the other two, to complete the six, I will have to take a couple of the stern-wheel transports.

Captain Edwards, who has had the construction of the boats, and in charge of the work, does not wish to do any more than merely fit the boats as transports and then turn them over to us for completion as gunboats. I will therefore take total charge of them at once. He will, of course, or rather General Allen, furnish us with material and workmen to go on with the work.

The outfits I have already ordered; they will be ready this week and shipped by rail direct; the guns I will send over in a few days.

General Sherman has directed the quartermasters at Louisville and Nashville to furnish the most speedy transportation possible, and I will hurry up matters.

Captain Pennock at Cairo is rendering me all assistance in getting the guns ready for shipment.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant-Commander.

Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Letter from Lieutenant-Commander Greer, U. S. Navy, to Lieutenant-Commander Phelps, U. S. Navy, stating suspicions regarding speculation in cotton.

Confidential.]

U. S. S. BENTON,
Off Vicksburg, May 11, 1864.

SIR: The order which I gave the *Prairie Bird*, and which you in our conversation on the subject approved, in regard to not allowing

any trading vessels to go up the Yazoo, is stirring the cotton speculators up very much. I feel convinced from what I can hear (although I can get hold of nothing tangible) that some of our light-draft gunboat commanders are not free from corruption. I make no charge against any one, but think they need watching, hence this letter. If you could take a run down to this place I think you would be able to see for yourself. I leave for Natchez this afternoon.

Very respectfully, your obedient servant,

JAS. A. GREER,

Lieut. Comdr., Comdg. Benton and 4th Dist. Miss. Squadron.

Lieutenant-Commander S. L. PHELPS,

Commanding Fifth District, etc., Mississippi Squadron.

[Endorsement.]

Respectfully referred to Admiral Porter. It was a suspicion without proof of the contents of this note that led me, when I turned back from White River to take the *Winnebago* to Red River, to direct Captain Prichett to run down as far as Vicksburg and see what was going on. I have received no report from Captain Prichett and learn that he has gone away. The presumption is that he learned nothing, as I might have anticipated would happen in sending him on such duty. This letter is confidential, but not in the sense that precludes my sending it to you for your private information, and as an aid to you in directing the affairs of the fleet.

S. L. PHELPS,

Lieutenant-Commander.

[Telegram.]

MOUND CITY, *May 11, 1864.*

(Received Washington 12:30 a. m., 12th.)

Major-General Canby left for Red River at 1:30 o'clock to-day on board the fastest of our naval dispatch boats.

A. M. PENNOCK,

Fleet Captain.

HON. GIDEON WELLES,

Secretary of the Navy.

Letter from Major-General Canby, U. S. Army, to Lieutenant-Commander Prichett, U. S. Navy, desiring information regarding obstructions to navigation by the enemy in White River.

HDQRS. MILITARY DIVISION OF WEST MISSISSIPPI,

On board dispatch boat Wilson, May 12, 1864.

SIR: Will you do me the favor to communicate to General Washburn, commanding at Memphis, and to General Buford, at Helena, any information that you obtain in relation to movements of the enemy that have for their object the obstruction of the navigation of White River or the interruption of General Steele's communications with the Mississippi. Please advise bearers of dispatches or other persons having charge that all official communications from

the Department of Arkansas for Major-General Sherman or for me be forwarded to the care of the commanding officer at Vicksburg, Miss.

Very respectfully, your obedient servant,

ED. R. S. CANBY,
Major-General, Commanding.

Captain PRICHETT, U. S. Navy,
Commanding District, etc., mouth of Red River.

Order of Fleet Captain Pennock, U. S. Navy, to Acting Master Fitzpatrick, U. S. Navy, commanding U. S. S. Chickasaw, regarding the first duty for that vessel.

OFFICE MISSISSIPPI SQUADRON,
Mound City, Ill., May 12, 1864.

SIR: You will proceed down the river with all dispatch with the vessel under your command and report to Lieutenant-Commander K. R. Breese, commanding U. S. S. *Black Hawk*, at or near the mouth of Red River, who will give you further instructions, he having them from the admiral.

It is of the utmost importance that the above instructions be carried out to the letter and without a moment's delay.

You will so inform all commanding officers who may stop you, and will tell them that your orders are on no account to be interfered with.

On the way down you will carry the guard flag.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Acting Master JAMES FITZPATRICK, U. S. Navy,
Commanding U. S. S. Chickasaw, Mound City, Ill.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Ensign O'Neill, U. S. Navy, calling attention to infringement of general orders.

U. S. S. BENTON,
Mississippi River, May 12, 1864.

SIR: I understand you have been permitting a citizen to stay on board your vessel. If so, you will please inform me why you have acted contrary to the admiral's instructions as well as mine. Allow no citizen to go on board your vessel.

I have been informed that the steamer *Robert Emmet* has been lying near the mouth of Bayou Pierre, trading, etc., for several days. Why is this? The law is explicit. No boat can land unless under the guns of a gunboat. Read your general orders. I have not yet received your reports of deaths and punishments.

Very respectfully, your obedient servant,

JAMES A. GREER,
Lieut. Comdr., Comdg. Benton and 4th Dist. Miss. Squadron.

Acting Ensign H. B. O'NEILL,
Commanding U. S. S. Curlew.

Order of Lieutenant-Commander Breese, U. S. Navy, to Acting Ensign Chambers, U. S. Navy, granting permission for steamer Cheek to proceed up the Yazoo River.

U. S. [S. BLACK HAWK],
Mouth of Red River, May 13, [1864].

SIR: If, upon the information you have, you deem that the steamboat *Cheek* can safely pass up the Yazoo River, not to go beyond our forces on shore or the Marine Brigade afloat, you can pass her without cargo of any kind, unless in the meantime (that is, since Captain Greer left) you should have received instructions to the contrary from Lieutenant-Commander Phelps, commanding the district, in which case this pass is null and void.

Respectfully, your obedient servant,

K. R. BREESE,
Lieutenant-Commander, Commanding.

Acting Ensign J. W. CHAMBERS,
Commanding Prairie Bird.

Order of Lieutenant-Commander Breese, U. S. Navy, to Acting Volunteer Lieutenant Richardson, U. S. Navy, commanding U. S. S. General Price.

U. S. [S. BLACK HAWK],
Mouth of Red River, May 13, [1864].

SIR: The *Gazelle* will relieve you and you [will] come up alongside the blacksmith shop immediately and complete your repairs. Inform Captain Thatcher of what is going on in your neighborhood. Your absence from your station as explained is perfectly and most satisfactory.

Respectfully, etc.,

K. R. BREESE,
Lieutenant-Commander, Commanding.

Acting Volunteer Lieutenant J. F. RICHARDSON,
Commanding General Price.

Letter from T. J. Edwards to the Secretary of the Navy, regarding seizure of cotton from loyal citizens of Louisiana.

NEW ORLEANS, LA., May 14, 1864.

SIR: Some weeks ago, immediately after the capture of Fort De Russy, on Red River, I wrote to Admiral Porter in regard to certain lots of cotton that his fleet had taken on Red River in the vicinity of Fort De Russy belonging to loyal persons, but as yet I have received no answer, and fearing that he may have reported the cotton thus taken from loyal persons as being captured, I, as the authorized agent of those loyal persons, have concluded to write to you in regard to the matter, and in their names asking for the release of their cotton.

I am a native of this State and a resident of the Parish of Avoyelles. My family and friends have ever been persecuted by the rebels on account of our well-known loyalty to the United States Government. My father was brutally murdered by the rebels on

the 11th day of May, 1862, and I was shot through the right breast by the same parties for upholding the authority of the United States Government, and I was compelled to leave my home, and I have ever since been a refugee until last March, when, after the capture of Fort De Russy, on Red River, I again returned home.

There were 143 bales of cotton taken which belonged to loyal persons. Those persons have ever been loyal, and in their names, and in the name of truth and justice, I ask of you to instruct Admiral Porter to release the above number of bales of cotton to me. The cotton was taken at their respective premises, and they were all at their homes with the exception of Fielding Edwards, who was, and is now, a prisoner in the rebel hands at Shreveport, La. His only crime is Unionism, and Admiral Porter is well aware of the loyalty of our family and friends. I trust soon to have the pleasure of hearing from you, and that you will be kind enough to see justice done.

I send you in the within a list* of the names of the owners of the cotton and the number of bales taken.

Very respectfully, etc.,

T. J. EDWARDS.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[1st endorsement.]

Mr. T. J. Edwards, the writer of the foregoing letter, is a highly respected, honorable, and intelligent Union man. His statements with regard to his devotion to the Union are true; indeed, he is one of the best Union men in the State.

MICHAEL HAHN,
Governor of Louisiana.

[2nd endorsement.]

If cotton has been captured by the Navy, it has been or will be undoubtedly turned over to the court for adjudication. The Navy Department was not cognizant of the matter. Write Admiral Porter.

J. L.

Order of Lieutenant-Commander Breese, U. S. Navy, to Acting Master Thatcher, U. S. Navy, commanding U. S. S. Gazelle, to proceed to Tunica Bend, La.

U. S. [S. BLACK HAWK],
Mouth of Red River, May 14, [1864].

SIR: Proceed down the river to Tunica Bend, where you will find the *General Price*.

Inform yourself of Captain Richardson's orders and information, and remain until further orders.

Respectfully, etc., your obedient servant,

K. R. BREESE,
Lieutenant-Commander, Commanding.

Acting Master THATCHER,
Commanding Gazelle.

Letter from Fleet Captain Pennock, U. S. Navy, to Lieutenant-Commander Breese, U. S. Navy, referring to preparation of the U. S. steamers Chickasaw and Vindicator.

OFFICE MISSISSIPPI SQUADRON,
Mound City, Ill., May 14, 1864.

DEAR BREESE: I have gotten the *Chickasaw* off as soon as I could, and in doing so have taken every man out of the receiving ship and have stripped the *Undine* and *Fairy* of all the men that could possibly be spared. The *Chickasaw* has no gunner, and I have none to send. I advise you before putting her under a battery to put on board of her a gunner or a first-rate gunner's mate.

I am straining every nerve to give you all the help I can.

The *Vindicator* is being coppered, and we are working upon her every hour daily that we have. She will be completed in three or four days, and I will send her down as soon as men enough can be found to fight two of her guns.

I agree with you that the day of tinclads is over, and we must have something more substantial for the work to be done below.

No tinclads have arrived from Cincinnati since I last wrote.

We need here five or six more strong mules for the work in the yard. Please don't send small ones.

The news from the East is glorious. I enclose a dispatch received last night from the Government telegraph operator at Cairo.

We moved the wharf boat and inspection boat from Cairo to this place on the 9th.

The upper Missouri is reported as rising to almost full banks, and I am informed that when such is the case Red River has its supply also; I trust it may be so, and that our noble admiral may get all his boats down in safety. Woe be unto the enemy wherever there is water enough for them to float. Phelps arrived here on the *Hastings* night before last. He says he came up here to take the *Winnebago* down, when he heard that the admiral's communication was cut off. He seemed surprised to know that she had left twenty-four hours before. He received a telegraphic dispatch from the Secretary of the Navy ordering him to proceed to Washington without delay and report to the Department. This dispatch did not come to me, but was directed to him, and was here three or four days before he received it. What the object of calling him to Washington can be, I can not tell.

Shirk has been here helping me to push things through.

I have not time to write a private letter to the admiral, and if you have communication with him, as I hope you have, please tell him all I have said in this.

Sincerely, your friend,

A. M. PENNOCK.

The pinion wheels for the steam capstan of the *Chillicothe* were not sent up for patterns for new ones. I have written to Brown, ordering two new ones, and hope he has the molds or patterns. If not, nothing can be done until the old ones or patterns are sent up.

[Enclosure—Telegram.]

CAIRO, May 13, 1864.

General Grant, in dispatch to President, received at Washington last night, announces in terms characteristic modesty that he moved

[against] enemy's works at Spottsylvania Court-House on Thursday morning, 12th, at daylight. General Burnside and General Hancock were making grand and impetuous charges with bayonet, their corps surprising the enemy, producing consternation in his ranks, crushing Lee's right and center and hurling his entire line back with awful slaughter for several miles. General Grant master of field, with enemy's dead and wounded. Rout of enemy complete, details hereafter. Lee's found that last ditch.

MASON.

Captain A. M. PENNOCK,
Mound City, [Ill.].

Report of Fleet Captain Pennock, U. S. Navy, announcing the departure of Lieutenant-Commander Phelps, U. S. Navy, in response to summons from the Department.

OFFICE MISSISSIPPI SQUADRON,
Mound City, Ill., May 14, 1864.

SIR: I respectfully inform you that on the 9th instant, in obedience to your instructions, the naval wharf boat and the inspection boat *Abraham* were moved from Cairo to this place, and I have so informed the Hon. Secretary of the Navy.

Lieutenant-Commander S. L. Phelps arrived here on the 12th instant and received that night a telegraphic dispatch from the Hon. Secretary of the Navy ordering him to proceed without delay to Washington and report in person to the Department. He left for Washington at 3 a. m. on the 13th. I have ordered Commander Townsend to look out for the Sixth District during the absence of Lieutenant-Commander Phelps, if he can do so without interfering with his orders from you.

I shall send the *Hastings* to report to him without delay.

Major-General Canby arrived on the 11th instant, and as I knew the importance of his reaching his command as soon as possible, I dispatched the *Wilson*, the fastest boat here, to take him to Red River.

The *Winnebago* left on the 11th instant for Red River, and the *Chickasaw* will leave to-day.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Report of Fleet Captain Pennock, U. S. Navy, regarding captured cotton.

OFFICE MISSISSIPPI SQUADRON,
Mound City, Ill., May 15, 1864.

SIR: I have the honor to inform you that all the cotton which has been received here has been reported except that of the Ouachita

River, which was sent up in barges with the *Wilson* and *Hammitt*, and which will be reported in a day or two, except a thousand bales which Captain Breese informs me that you have ordered to be retained here for loyal parties.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

[Telegram.]

CAIRO, *May 21, 1864.*

I have just received a letter from Lieutenant-Commander Breese, dated Mouth of Black River, May 15, 1864; he writes as follows:

This morning a bearer of dispatches from Banks was received at Fort De Russy, who says when he left one gunboat was coming over the falls, and it was currently reported that all would get over. He knew nothing more. I have information from a reliable source that dam has been completed. We may soon expect to hear that all the ironclads are over.

A. M. PENNOCK,
Fleet Captain.

HON. GIDEON WELLES.

Report of Acting Volunteer Lieutenant Shankland, U. S. Navy, assigned to command U. S. S. Chickasaw.

MOUND CITY, *Ill., May 16, 1864.*

SIR: In obedience to orders from the Department, I respectfully state that I have reported to Captain Pennock, U. S. Navy, for the command of the U. S. S. *Chickasaw*.

Very respectfully, your obedient servant,

W. F. SHANKLAND,
Acting Volunteer Lieutenant.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Gorringe, U. S. Navy, commanding U. S. S. Cricket.

MOUTH OF RED RIVER, *May 16, [1864].*

SIR: Proceed without delay to Cairo with your vessel and report to Captain Pennock.

By order of Rear-Admiral David D. Porter.

Respectfully, etc.,

K. R. BREESE,
Lieutenant-Commander, Commanding.

Acting Volunteer Lieutenant H. H. GORRINGE,
Commanding Cricket.

Letter from Lieutenant-Commander Breese, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, regarding the command of the U. S. S. Vindicator.

MOUTH OF RED RIVER, May 16, [1864].

SIR: The admiral directs me to inform you that he has ordered Captain Selfridge to the command of the *Vindicator*, and that he has given him his instructions with regard to her fittings, which he wishes you to carry out.

Respectfully, your obedient servant,

K. R. BREESE,
Lieutenant-Commander.

Captain A. M. PENNOCK,
Captain Fleet and Commandant Station.

Report of Acting Volunteer Lieutenant Richardson, U. S. Navy, commanding U. S. S. General Price, regarding engagement with Confederate battery at Ratliff's Landing.

U. S. S. GENERAL PRICE,
Tunica Bend, May 16, 1864.

SIR: I have the honor of reporting to you [that] at 5:30 a. m. transport *Mississippi* passed down the river; 5:45 a. m., saw firing from battery at Ratliff's Landing on the steamer *Mississippi*. Slipped anchor and ran down; opened on the batteries; saw dust rising back of the landing; directed our shells to follow.

Fired 19 10-seconds shell and 2 15-seconds shell from forward gun. Discovered some men near a house a mile above us; brought our stern gun to bear on them and fired 4 10-seconds shell, driving them away. U. S. S. *Bragg* came up with Lieutenant-Commander Foster on board, which vessel landed, and Captain Foster went out and examined the situation the batteries were placed in. The *Lafayette* also came up.

Anchored off Ratliff's Landing. All quiet in the bend.

Very respectfully, your obedient servant,

J. F. RICHARDSON,
Acting Volunteer Lieutenant, Commanding.

Lieutenant-Commander J. P. FOSTER, U. S. Navy,
Commanding Second District Mississippi Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Howard, U. S. Navy, commanding U. S. S. Neosho, to proceed to Fort Adams, Miss., to prevent erection of Confederate batteries.

MOUTH OF RED RIVER, May 16, [1864].

SIR: Proceed with the vessel under your command to Fort Adams and report to Lieutenant-Commander Greer that you have come to relieve him. Confer with the commanding officer of the *Champion*, and act as best to defeat the attempts of the rebels to erect batteries

or to bring into the river artillery for firing on passing boats. You must exercise great vigilance, be prepared against boarders, and to act at all times to the best advantage.

By order of Rear-Admiral D. D. PORTER :

Your obedient servant,

K. R. BREESE,

Lieutenant-Commander, Commanding.

Acting Volunteer Lieutenant [S.] HOWARD,

Commanding Neosho.

[Telegram.]

HEADQUARTERS DEPARTMENT OF THE MISSOURI,
St. Louis, Mo., May 16, 1864.

Several regiments of cavalry are en route to Little Rock, via Cairo. It is important that they should have escort of gunboats as far as they go by water.

A. PLEASANTON,

Major-General, Commanding.

U. S. NAVAL COMMANDER,

Cairo, Ill.

[Telegram.]

CAIRO, ILL., *May 16, 1864.*

Gunboats are stationed at the mouth of White River to give convoy to troops going up that river at the Arkansas. Do you mean that it is important that the cavalry should have escort of gunboats from Cairo down? Please answer.

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

Major-General A. PLEASANTON.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Master Thatcher, U. S. Navy, commanding U. S. S. Gazelle, to report for duty to Major-General Canby, U. S. Army.

MOUTH OF RED RIVER, *May 17, [1864].*

SIR: You will place your vessel at the disposition of Major-General Canby, commanding Division West Mississippi, returning to me at this place as soon as your services are dispensed with.

Without further orders you will get underway whenever and proceed wherever the general directs.

Respectfully, etc., your obedient servant,

DAVID D. PORTER,

Rear-Admiral, Commanding Mississippi Squadron.

Acting Master THATCHER,

Commanding Gazelle.

Report of Lieutenant-Commander Owen, U. S. Navy, regarding trade being carried on in the interests of the Confederates.

U. S. S. LOUISVILLE,

Off Simmesport, La., May 17, 1864.

SIR: Letters from the commanders of the vessels in the Fifth District report everything quiet in it. Under date of May 1 Captain Hurd reports having killed 2 guerrillas and a horse, I presume in the neighborhood of Skipwith's Landing. Acting Master Thomas Gibson, commanding the *Marmora*, reports the trading establishment at White River as supplying the rebels with clothing, even to cavalry boots. The steamer *Panola*, with proper papers from Memphis, is trading along the coast, selling to every one who will swear the articles are for family use. No oath of allegiance is required. An armed boat was fired into from a deserted house 4 miles below Napoleon. No one hurt. Captain Gibson burned it and outhouses attached. The *Prairie Bird* is patrolling the Yazoo as high as Chickasaw Bayou. The *Great Western* is at Goodrich's, *Exchange* at Skipwith's, *Romeo* at Gaines Landing as a center, and the *Marmora* from Island [No.] 76 to Napoleon. A government woodyard under military supervision has been started on [No.] 76.

I am, sir, very respectfully, your obedient servant,

E. K. OWEN,

Lieutenant-Commander, Commanding Fifth District.

Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Gould, U. S. Navy, commanding U. S. S. Great Western.

OFF MOUTH RED RIVER, *May 17, [1864].*

SIR: You will proceed to Cairo with the vessel under your command and report to Captain A. M. Pennock, fleet captain and commandant of station.

By order of Rear-Admiral Porter:

Very respectfully, your obedient servant,

K. R. BREESE,

Lieutenant-Commander.

COMMANDING OFFICER,

U. S. S. Great Western.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Master Keene, U. S. Navy, commanding U. S. S. Naiad, for duty near Ellis Cliffs, Miss.

MOUTH OF RED RIVER, *May 17, [1864].*

SIR: Proceed with the vessel under your command to Ellis Cliffs and cruise from that point about 2 or 3 miles above, and return to Ellis Cliffs. It is believed that the rebels intend getting in a battery

about 2 miles above Ellis Cliffs, on the Mississippi side, and you will do all in your power to dislodge them and prevent any obstructions in the navigation of the river. Use all means in your power to obtain information of rebel movements, and transmit such to the officers above and below you by the first boat.

Report in writing to Lieutenant-Commander James A. Greer, commanding *Benton* and Fourth District, at Natchez, and send him a copy of these orders.

By order of Rear-Admiral D. D. Porter:

Respectfully, etc., your obedient servant,

K. R. BREESE,

Lieutenant-Commander, Commanding.

Acting Master HENRY T. KEENE,

Commanding Naiad.

Report of Rear-Admiral Porter, U. S. Navy, requesting that the steamer Maria retain the name of U. S. S. Fairy.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mouth Red River, May 17, 1864.

SIR: I have the honor to acknowledge the receipt of your communication of the 9th instant, informing me that the Department had changed the name of the *Maria* to the *Antelope*. In reply thereto, I would respectfully inform you that the *Maria's* name had been previously changed by myself to the *Fairy*, and as she has been known by that name for so long a time, I would most respectfully request of the Department that her name may still remain the *Fairy*.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER,

Rear-Admiral.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Greer, U. S. Navy, regarding cotton seized in Red River.

U. S. S. BENTON,
Off Natchez, May 17, 1864.

SIR: I have the honor to make the following report about cotton, which I seized during the Red River expedition:

March 13, 1864.—7 bales from the place of a Mr. Flowers, on the Atchafalaya, 5 miles below Simmesport. This man is said to be a rebel.

March 16, 1864.—24 bales from Mr. Brochard's place, just above Fort De Russy, on left bank of Red River. This man's loyalty very doubtful. The negroes say he is a rebel. It is said he married the widow of a rebel for the property.

March 29, 1864.—8 bales. Same place.

March 27.—18 bales from Johnson's place.

March 28.—13 bales, about 3 or 4 miles above.

March 29.—9 bales, Fort De Russy, on right bank of Red River. This man has gone to Texas; is a bitter rebel. The cotton found on his place was, I have heard, claimed by a Mr. Voinché, a foreigner and a speculator, and one who has contributed money to the Confederate cause. This man, when he found out the cotton was seized, was desirous of taking the oath, which was not administered.

March 30.—3 bales from Mr. Garrett's, near Marksville, La.; loyalty uncertain.

March 30.—46 bales from Mr. Guillebert, a noted rebel, near Marksville.

March 30.—10 bales from Mr. Gangrous, near Marksville, said to be in prison at New Orleans for smuggling goods through the lines.

March 30.—20 bales from Mr. Janeau's place, about 4 miles below Fort De Russy, on right bank of river; loyalty uncertain.

March 30.—1 (damaged), ditto.

March 30.—10 bales from G. W. Snoddy, about 3½ miles below Fort De Russy, on right bank of Red River. Said to be loyal.

Total, 169.

Very respectfully, your obedient servant,

JAMES A. GREER,

Lieut. Comdr., Comdg. Benton and 4th Dist. Miss. Squadron.

Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Master Donnelly, U. S. Navy, commanding U. S. S. Nymph, regarding cruising ground.

U. S. S. BENTON,

Off Natchez, May 17, 1864.

SIR: You will proceed without delay to cruise between Rodney and Cole's (Creek) Point. I suggest a careful perusal of the admiral's general orders.

Should you need any information on any subject, write to me without hesitation and freely.

Very respectfully, your obedient servant,

JAMES A. GREER,

Lieut. Comdr., Comdg. Benton and 4th Dist. Miss. Squadron.

COMMANDING OFFICER,

U. S. S. Nymph.

Letter from F. H. Gerdes to Rear-Admiral Porter, U. S. Navy, forwarding hydrographic and topographic maps of Grand Gulf and other points.

[U. S. S.] CURLEW,

Grand Gulf, May 17, 1864.

ADMIRAL: I have the honor to forward to you by this mail packet a roll containing tracings of the hydrographic and topographic map of Grand Gulf, and another of a reconnoissance on the Mississippi

from below Rodney to Big Black Island, together a distance of 33 miles. Should you desire to have them printed immediately, please give me your directions and I will forward the originals to Washington for the purpose.

If the reconnoissance is to be continued, some 20 miles might be added easily this season.

I have also drawn out a topographical map of Grand Gulf, showing the position of the ironclads and of the guns in the rebel batteries and the field during the bombardment. Will you permit me to offer it to you? In future days it may aid the recollection as to the incidents of this hard-fought action of yours.

Very respectfully, your most obedient servant,

F. H. GERDES,

Assistant, U. S. Coast Survey, Chief of Party.

Rear-Admiral D. D. PORTER,

Commanding U. S. Mississippi Squadron.

Report of Rear-Admiral Porter, U. S. Navy, regarding cotton claims.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,

Mouth Red River, May 18, 1864.

SIR: Your letter of the 5th instant has been received. The cotton alluded to was a portion of 2,000 or 3,000 bales belonging to a man by the name of Elgee, who is a rebel in arms against the Government, and has two sons in the rebel Army, and the cotton had been sold to the rebel Government and was their property. Parties in Natchez, amongst whom were some Government Treasury aids, made an arrangement to get this cotton between them. A man by the name of Castle was the party employed to take possession of the plantation as abandoned property, when the whole thing should have gone to the Government, all the cotton being forfeited by the law as the property of the rebel Government. A number of persons have been mixed up in this business, compromising with each other, so that all should have a share of the stolen property. A good deal of it has been hauled away under cover of the night or slipped away in steamboats or taken by Treasury agents, not one cent of the property going to the Government, as it should have done.

Acting Master Watson, commanding the *Juliet*, having conclusive evidence that it belonged to the rebel Government, took possession of 50 bales that had been hauled near the bank ready for shipment, and sent it to the station at Red River, subject to my order. I gave orders to send it to court, as usual, and let them determine whom it belonged to. In the meantime W. Burnet, who claimed to be one of the owners, on fraudulent permits sent a person to mouth of Red River to demand the cotton from Acting Volunteer Lieutenant Dominy.

Dominy, being a very blunt, straightforward, and honest sort of an officer, knowing the circumstances, I believe told the parties much what he thought of it, and notified the parties he couldn't deliver the cotton without orders from me, as I had ordered it up to court, where it was sent, subject to the decision of the judge.

I find this is the only plan to adopt in these cases, and the only one that will protect the Government against the numerous frauds that are practiced on this river.

Whatever Lieutenant Dominy may have done in the way of speaking his mind, he was, no doubt, induced to do so by some attempt to tamper with him by open bribery or by some offensive language used by these parties. He is an upright, conscientious officer and does his duty faithfully. If the claims of these persons are just, they would not object to having their property go before the court, where these matters are disposed of properly and almost always in favor of the claimant, and without any expense of transportation to them.

I have the honor to be, very respectfully, your obedient servant,
DAVID D. PORTER, *Rear-Admiral.*

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Owen, U. S. Navy, giving the stations of vessels of the Fifth District.

U. S. S. LOUISVILLE,
Mississippi River, May 19, 1864.

SIR: The following are the stations of the vessels comprising the Fifth District:

Napoleon to Catfish Bar, *Marmora*; Catfish Bar to Eunice, *Romeo*; Eunice to Greenville, *Exchange*; Greenville to foot of Kentucky Bend, *Prairie Bird*; at Skipwith's Landing, *Louisville*; at Goodrich's Landing, *Great Western*.

The above is about the best disposition I can make of the first four vessels. There should be a vessel at all times at Napoleon, Bolivar, Cypress, Choctaw and Spanish Moss Bends, Greenville, and Egg Point, as between Napoleon and Egg point, all the mail carrying, crossing, and trading is done. Five vessels, with an average beat of 22 miles, could pretty effectually stop such proceedings. From Goodrich's to Vicksburg there appears to be no present necessity for a vessel. One vessel at Goodrich's Landing is needed.

Respectfully submitted.

I am, sir, very respectfully, your obedient servant,
E. K. OWEN,
Lieutenant-Commander, Comdg. 5th Dist. Miss. Squadron.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Master Donnelly, U. S. Navy, commanding U. S. S. Nymph, regarding change of cruising ground.

U. S. S. BENTON,
Off Natchez, May 19, 1864.

SIR: You will, upon the arrival of the *Curlew* (12), proceed to take for your cruising ground the beat from St. Joseph to Waterproof, making Rodney your principal anchorage.

Let me caution you against speculators, and you must not allow anyone not connected with the Government to go on board your vessel unless in distress. Read the admiral's general orders carefully. Be economical of your coal. When we get some here, I will send for you.

Keep me informed of everything of importance.

Very respectfully, your obedient servant,

JAMES A. GREER,

Lieut. Comdr., Comdg. Benton and 4th Dist. Miss. Squadron.

COMMANDING OFFICER U. S. S. NYMPH (54).

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Volunteer Lieutenant Johnston, U. S. Navy, commanding U. S. S. Forest Rose, regarding duty for that vessel.

U. S. S. BENTON,

Off Natchez, May 19, 1864.

SIR: You will proceed with the *Forest Rose* to Grand Gulf, and if the surveying party on board the *Curlew* have finished their work in that neighborhood, you will relieve her; otherwise, you will cruise between Waterproof and Natchez. I desire again to call your attention to the orders in relation to cotton speculators. Do not allow anyone not connected with the Government, unless in actual distress, to put his foot on board your vessel.

These speculators are worse than an enemy, and they must be watched more closely.

Do not absent yourself from Grand Gulf more than three hours at any time, unless for a vital necessity. You will look out as far down as Bayou Pierce [Pierre]. Send the tug *Fern* to the *Rattler* with dispatch for Captain Laning. If Captain Kelley is ignorant of the channel, send one of your pilots with him.

Very respectfully, your obedient servant,

JAS. A. GREER,

Lieut. Comdr., Comdg. Benton and 4th Dist. Miss. Squadron.

Acting Volunteer Lieutenant J. V. JOHNSTON,

Commanding U. S. S. Forest Rose.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Ensign O'Neill, U. S. Navy, commanding U. S. S. Curlew.

U. S. S. BENTON,

Off Natchez, May 19, 1864.

SIR: Upon the arrival of the *Forest Rose*, if your surveyors have finished their work at Grand Gulf, you will proceed to take the station between Waterproof and Natchez, making Cole's Creek Point your principal anchorage.

Very respectfully, your obedient servant,

JAS. A. GREER,

Lieut. Comdr., Comdg. Benton and 4th Dist. Miss. Squadron.

Acting Ensign H. B. O'NEILL,

Commanding U. S. S. Curlew.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Volunteer Lieutenant Laning, U. S. Navy, commanding U. S. S. Rattler.

U. S. S. BENTON,
Off Natchez, May 19, 1864.

SIR: I send the tug *Fern* up to you. Will you please send her down to me just as soon as you can safely spare her? I shall have the barge with the iron taken up by the next towboat.

The river seems inclined to rise. Keep me advised of matters near you.

Your application I have forwarded.

The *Hyacinth* is at Red River.

Very respectfully, your obedient servant,

JAMES A. GREER,
Lieut. Comdr., Comdg. Benton and 4th Dist. Miss. Squadron.

Acting Volunteer Lieutenant JAMES LANING,
Commanding U. S. S. Rattler.

Report of Acting Volunteer Lieutenant Richardson, U. S. Navy, regarding attack upon steamer Superior by Confederate battery near Tunica Bend.

U. S. S. GENERAL PRICE,
Off Tunica Bend, May 19, 1864.

SIR: I have the honor of reporting to you that the light battery of two pieces opened this morning at 3 o'clock a. m. on the transport steamer *Superior*. We opened on the battery at the same time it was firing on the transport, and it ran down the river about 200 yards to a road leading to the country; and, finding the houses were used as quarters for the men and stable for their horses, I had them burned.

Very respectfully, your obedient servant,

J. F. RICHARDSON.

Lieutenant-Commander J. P. FOSTER, U. S. Navy,
Commanding Second District Mississippi Squadron.

Report of Rear-Admiral Porter, U. S. Navy, recommending certain regular officers for promotion.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mouth of Red River, La., May 19, 1864.

SIR: Had the late expedition up Red River proved the success I intended it should when I started, and which would have been the case but for bad management, against which no combinations can stand, I might have approached you on the present subject with a better grace.

In the winding up of Red River matters and the destruction of the last vestige of rebel navy in these waters (on which I too confidently relied), I intended to lay before you the claims of certain officers to promotion or to an advancement in their grades. I do not see why I should hesitate to do so now, the whole conduct of the

Navy on the late expedition being worthy of the highest praise. They should in no way be blamed for the mismanagement which has brought no credit to our arms. But for the gunboats getting over the falls and accompanying the army which marched along the river bank half that army would have been lost.

I do not believe that a larger amount of work was ever accomplished than that which has been performed by the Navy in these waters; it has been unceasing and laborious. Many of the deeds performed by the different commanders would, in ordinary times, be considered acts of the most gallant kind. A distance of 3,000 miles has been opened and a large amount of territory placed in our hands, owing to the support given to our armies by the navy and the individual energy of the officers herein mentioned.

My reports will fully bear witness to the ability, zeal, and gallantry displayed on all occasions. There has been no instance yet where a promotion has taken place in this squadron amongst the regular officers for gallant conduct, while the volunteers have been frequently advanced. Permit me, then, to urge the promotion of the following officers, which they all richly deserve: Lieutenant-Commander S. Ledyard Phelps, Lieutenant-Commander Watson Smith, Lieutenant-Commander K. Randolph Breese, Lieutenant-Commander James A. Greer, Lieutenant-Commander James P. Foster, Lieutenant-Commander Elias K. Owen, Lieutenant-Commander James W. Shirk, Lieutenant-Commander John G. Walker, Lieutenant-Commander Frank M. Ramsay, Lieutenant-Commander Thos. O. Selfridge, Lieutenant-Commander Le Roy Fitch, Lieutenant-Commander Jas. M. Prichett, Lieutenant-Commander Byron Wilson, Lieutenant George M. Bache.

Some of them have served in this squadron since the commencement of hostilities, and have participated in every battle, in some of which the Navy alone saved our armies from destruction. I have the honor to be,

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

General order of Rear-Admiral Porter U. S. Navy, regarding signals.

U. S. MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Off Mouth Red River, May 19, 1864.

GENERAL ORDER, }
No. 192. }

The day and night distinguishing signals of the U. S. S. *Winnebago* will be those used by the late U. S. S. *Eastport*.

The signals of the U. S. S. *Chickasaw* will be those next after the U. S. S. *Ouachita* on the signal board.

Night distinguishing lights have been assigned to vessels as follows, viz:

Gazelle, No. 50; *Avenger*, No. 51; *New National*, No. 52; *Naiad*, No. 61; *Nymph*, No. 62.

The night distinguishing lights of the U. S. S. *Chickasaw* will be those of the *Clara Dolsen* (No. 55), which vessel is no longer in the service.

DAVID D. PORTER,
Rear-Admiral, Commanding Mississippi Squadron.

General order of Rear-Admiral Porter, U. S. Navy, for the arrest of certain Confederate sympathizers who furnish active aid.

U. S. MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Off Mouth Red River, May 20, 1864.

GENERAL ORDER, }
No. 194. }

The attention of all officers in the squadron is called to the facts mentioned below, and they will use every effort to have the persons named arrested and frustrate their designs:

Corbit, alias "Hickory Dick," resides at Mrs. Stewart's, upon Mrs. Lobdell's plantation, at or near Indian Point, about 5 miles below Prentiss, on Old River, or Old River Lake, as it is sometimes called. Indian Point is where rebel dispatches to and from Richmond to the Trans-Mississippi Department cross the Mississippi River, and said Corbit, alias "Hickory Dick," is the bearer of said dispatches across the river, or is ferryman.

Ingram resides on the Davis or old Ross plantation, 2 miles east of Mrs. Lobdell's. Said Ingram is chief of couriers. Courier stations (going east) are at the following places: First, at Ingram's or Davis's plantation; second, at Strong's Ferry on the Sunflower; third, at Boyd's Ferry on the Tallahatchie; fourth, at Thompson's, 22 miles west of Grenada. Ingram's mode of secreting dispatches while awaiting couriers is to bury them—sometimes at the corner of the house.

Mrs. Walker and Michael Bryan reside one-fourth of a mile back of Prentiss; profess to be loyal, but are spies for the rebels; go to Memphis occasionally; get all the items they can and communicate with Mason and Nevil, rebel scouts.

Captain William Resin resides near Friar's Point; is a very bad man; carries news and is doing much harm.

Casteel resides above the mouth of White River (in Arkansas); is in the woods part of the time near Johnson's, and is occasionally at Johnson's house. He is chief of a gang who practice a system for putting torpedoes into wood, and it is more likely to be done on islands [No.] 63 and [No.] 76 than at any other points. The plan is to use gas pipe or shotgun and musket barrels cut into pieces from 10 to 15 inches long, insert a screw plug into the ends, fill the tube with powder, and then employ negroes to bore into the ends of the wood and insert the tubes, plug the auger hole and obliterate the surface appearance on the ends with dirt or otherwise.

General Dobbin is preparing to use Greek fire, and proposes to use it against steamboats. His present point of attack is between Helena and Memphis; he has some 1,200 men under his command and is provided with what he terms "rocket battery," with "hail shot." His

battery was crossed from the east to the west side of the river above Helena not long since.

Howard is preparing to fell trees upon steamers in Yazoo River. The plan is to select places where the river is crooked and difficult to navigate; select such trees that lean over the water (of which there are many), saw into them on the side next the water, then upon the opposite side some 2 or 3 feet above the first cut, making the two cuts very nearly sever the tree, then bore into the tree at right angles with and halfway between the cuts, put in a sufficient quantity of powder and attach a slow match, or put in a torpedo such as is proposed to use in wood and explode it with percussion at the time boats are passing.

DAVID D. PORTER,
Rear-Admiral, Commanding Mississippi Squadron.

General order of Rear-Admiral Porter, U. S. Navy, for cooperation of naval officers with Major-General Canby, U. S. Army, commanding from Cairo to Red River.

U. S. MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Off Mouth Red River, May 20, 1864.

GENERAL ORDER, }
No. 198. }

Major-General E. R. S. Canby has been ordered to command the troops in the Department of the Gulf and from Cairo to Red River, and all officers under my command will cooperate zealously with him. Give him all information with regard to the movements of the enemy and call upon him at any time for assistance.

DAVID D. PORTER,
Rear-Admiral, Commanding Mississippi Squadron.

Instructions from Lieutenant-Commander Greer, U. S. Navy, to Acting Volunteer Lieutenant Johnston, U. S. Navy, regarding the seizure of trading boats.

U. S. S. BENTON,
Off Natchez, May 20, 1864.

SIR: You will not hesitate to seize and send to me any trading boat you find at the bank (unless driven there by accident), except those landing at military posts or under the guns of a gunboat. When you find them there, examine the cargo for goods contraband of war, and in your report make everything explicit.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieut. Comdr., Comdg. Benton and 4th Dist. Miss. Squadron.

Acting Volunteer Lieutenant J. V. JOHNSTON,
Commanding U. S. S. Forest Rose (9).

[Copy of the above sent also to Acting Volunteer Lieutenant J. Laning, commanding U. S. S. *Rattler*; Acting Master P. Donnelly, commanding U. S. S. *Nymph*; Acting Ensign H. B. O'Neill, commanding U. S. S. *Curlew*.]

Order of Lieutenant-Commander Owen, U. S. Navy, to Acting Volunteer Lieutenant Johnston, U. S. Navy, for an investigation in the case of steamer Robert Emmet.

U. S. S. LOUISVILLE,
Off Grand Gulf, May 20, 1864.

SIR: I ordered the steamer *Robert Emmet* to report here to you for the following reasons: I found her anchored near the Louisiana bank, just below Bruinsburg, and communicating with the shore with her boat. She had no permits on board to show she had a right to trade. She has also on board over 200 packages marked—Rop \diamond —. No gunboat was nearer than 8 or 10 miles of her. Her manifest and clearance from the custom-house in Memphis appeared to be all right. The captain of the *Emmet* informed me he was buying cotton and of any one; that he could not fill up by confining his purchase to loyal people alone. You will investigate the whole matter thoroughly and carefully, and report the result to the admiral, should he come up soon, or otherwise to your commanding divisional officer.

Very respectfully, your obedient servant,

E. K. OWEN,
Lieutenant-Commander, U. S. Navy.

Acting Volunteer Lieutenant J. V. JOHNSTON,
Commanding U. S. S. Forest Rose.

General order of Rear-Admiral Porter, U. S. Navy, regarding trade regulations.

U. S. MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Off Mouth of Red River, May 20, 1864.

GENERAL ORDER, }
No. 197. }

The late order of the Secretary of the Treasury permits persons to bring cotton from within the lines of the enemy, but does not give permission to land more than a limited quantity of family supplies. All officers are directed not to interfere with the cotton trade, but to afford protection to vessels getting it off.

No vessels will, however, be sent up any river, bayou, or creek for the purpose of aiding any cotton dealers, who, if they land in such places, do it at their own risk.

All that will be required of commanders will be to see that no articles contraband of war are landed and that steamers do not carry persons away from landing places without permit or passes either from naval officers or military commanders.

DAVID D. PORTER,
Rear-Admiral, Commanding Mississippi Squadron.

Report of Rear-Admiral Porter, U. S. Navy, recommending Acting Volunteer Lieutenant Hoel, U. S. Navy, for promotion.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mouth of Red River, May 20, 1864.

SIR: Hearing that Congress has made the grade of volunteer lieutenant-commander, I beg leave to recommend Acting Volunteer Lieutenant W. R. Hoel, commanding U. S. S. *Pittsburg*, for that position, for gallant and most meritorious conduct. He is one of the best officers of the squadron, and nobly deserves promotion. He has been in nearly all the battles on this river, and conducted himself as a cool and gallant officer.

I have the honor to be, very respectfully, your obedient servant,
DAVID D. PORTER, *Rear-Admiral.*

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Porter, U. S. Navy, regarding the new grade of Acting Volunteer Lieutenant Commander.

PERTH AMBOY, N. J., July * 20, 1864.

SIR: I have the honor to acknowledge the receipt of the Department's letter of the 2d instant, requesting list of acting volunteer lieutenants belonging to Mississippi Squadron whom I can recommend for promotion to acting lieutenant-commander.

Acting Volunteer Lieutenant W. R. Hoel, commanding U. S. S. *Pittsburg*, is the only one that I could recommend at present. He has distinguished himself throughout the war.

I am, sir, very respectfully, your obedient servant,
DAVID D. PORTER,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Greer, U. S. Navy, to assume command of the Fifth District.

U. S. MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mouth Red River, May 20, 1864.

SIR: Upon receipt of this order you will proceed and take command of the Fifth District Mississippi Squadron, according to general order No. 195, enclosed herewith.

Observe all general orders, and carry out my wishes in every respect.

Very respectfully, your obedient servant,
DAVID D. PORTER,
Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander JAMES A. GREER,
Comdg. [U. S. S.] Benton and 5th Dist. Miss. Squadron.

* This report should have appeared on page 483.—COMPILERS.

Report of Acting Master Baldwin, U. S. Navy, commanding U. S. S. Romeo, regarding the operations of Marmaduke's cavalry in Arkansas and along the Mississippi River.

U. S. S. ROMEO,
Off Columbia, May 20, 1864.

SIR: Marmaduke's cavalry, some four or five thousand strong, have been for some days on Bayou Bartholomew, 20 miles from this point. His scouts are on the river, and have fired into some of the transports at foot of Island No. 82 and at head of Islands [No.] 80 and [No.] 81.

I have just been told by a reliable lady that they will have thirty pieces of artillery on the river in a few days.

All previous reports were that they had come into the bottom to forage and pick up deserters and bushwhackers, which I am told they are doing.

There is no vessel but this one from Island No. 76 to Skipwith's Landing.

The Marine Brigade boats have abandoned the cotton landings on the Arkansas shore. They deem it more healthy on the Mississippi side.

Very respectfully, yours,

THOMAS BALDWIN,
Acting Master, Commanding.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

General order of Rear-Admiral Porter, U. S. Navy, designating the vessels belonging to the several districts of his command.

GENERAL ORDER, }
No. 195. }

U. S. MISSISSIPPI SQUADRON,
FLAGSHIP BLACK HAWK,
Off Mouth Red River, May 20, 1864.

General Orders 80 and 141 are hereby revoked, and until further orders the district and vessels belonging to the districts will be as follows:

First District—from New Orleans to Donaldsonville—composed of the following vessels: *Essex, Alexandria, General Price, Argosy, St. Clair.*

Second District—from Donaldsonville to Morganza—composed of the following vessels: *Lafayette, Juliet, Chickasaw, Kenwood, Ouachita, Avenger, Nymph.*

Third District—from Morganza to Fort Adams—composed of the following vessels: *Choctaw, Gazelle, Neosho, Ozark, Winnebago, General Bragg, Little Rebel, Fort Hindman, Cricket, Naiad.*

Fourth District—from Fort Adams to Natchez—composed of the following vessels: *Chillicothe, Cincinnati, Champion, Siren, Lewington, Undine.*

Fifth District—from Natchez to Vicksburg—composed of the following vessels: *Benton, Pittsburg, Judge Torrence, Curlew, Mound City, Rattler, Forest Rose.*

Sixth District—from Vicksburg to Arkansas River—composed of the following vessels: *Louisville*, *Prairie Bird*, *Marmora*, *Romeo*, and two other light-drafts.

Seventh District—from Arkansas River to Memphis—composed of the following vessels: *Hastings*, *Naumkeag*, *Tyler*, *Queen City*, *Fawn*, *Silver Cloud*, *Linden*, *Exchange*.

Eighth District—from Memphis to Columbus—composed of the following vessels: *Carondelet*, *Osage*, *New Era*, and one other light-draft.

Ninth District—from Cairo to head of Tennessee River—composed of the following vessels: *Tuscumbia*, *Tawah*, *Elfin*, *Peosta*, *Key West*, *Paw Paw*, *Robb*.

Tenth District—Cumberland River and the Upper Ohio—composed of the following vessels: *Brilliant*, *Moose*, *Victory*, *Fairplay*, *Springfield*, *Reindeer*, *Silver Lake*.

The vessels of one district are not to be ordered away by the commander of another district unless it can be shown that a great emergency exists for so doing; but commanders of districts will cooperate with each other, and, when occasion requires, render all the aid and assistance in their power.

Observe and carry out the requirements of General Order No. 84.

DAVID D. PORTER,

Rear-Admiral, Commanding Mississippi Squadron.

Report of Lieutenant-Commander Phelps, U. S. Navy, making complaint of the proceedings of the district court for the Southern District of Illinois regarding captures by the squadron.

WASHINGTON, D. C., May 20, 1864.

SIR: The irregular and unusual proceedings of the United States District Court for the Southern District of Illinois in every case of capture made by the Mississippi Squadron, whether the prizes have been vessels of war, steamers, or other property, have surrounded the whole matter with almost insuperable difficulties, depriving the pension fund of its portion of the proceeds and greatly injuring the interests of the captors, although the informers, to whom the half proceeds of sales have been paid, propose to distribute it to the squadron as prize money, in accordance with the law of distribution in cases of capture, and I have found it impossible to make an intelligible report to the Department.

After consultation with Rear-Admiral Davis, Mr. Eames has been asked to investigate the entire matter and to place the subject before the Department with all the light which his great legal ability can throw upon it; and he will also examine existing claims and the proceedings of the district court with a view to revision or other action, as may seem proper.

Enclosed herewith are complete prize lists for the squadron, with one exception. That list was forwarded at the time the capture was made, but it can not be found on the files of the Department. Another one will be immediately procured.

The Ram Fleet, now commanded by General Ellet, has failed, after repeated applications, to furnish prize lists in cases where entitled to

share with the squadron. The general has told me that it was impossible for him to furnish such lists. I shall, on my return to the Mississippi, point out to him the law in such cases and notify him that if lists are not now forwarded a request for distribution will be made, his vessels being excluded in accordance with the provisions of that law.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander, U. S. Navy.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Porter, U. S. Navy, transmitting list of vessels of his command, with their stations and commanding officers.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mouth Red River, May 21, 1864.

SIR: I have the honor to enclose herewith a list of the vessels belonging to this squadron, with their present stations and the names of their commanders.

I also enclose general order *, reorganizing the squadron and dividing it into districts, etc.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

The following are the present stations of the vessels in the Mississippi Squadron, Rear-Admiral David D. Porter, commanding [May, 1864]:

Vessel.	Commander.	Where stationed.
Argosy.....	Act. Ensign John C. Morong.....	Donaldsonville.
Abraham.....	Act. Ensign Wm. Wagner.....	Cairo.
Alexandria.....	Act. Master D. P. Rosenmiller.....	Donaldsonville.
Avenger.....	Act. V. Lieut. Chas. A. Wright.....	Morganza.
Black Hawk.....	Lieut. Comdr. K. R. Breese.....	Cairo, Ill.
Benton.....	Lieut. Comdr. James A. Greer.....	Natebez.
Brilliant.....	A. V. Lieut. Chas. G. Perkins.....	Cumberland River.
Brown.....	A. V. Lieut. J. A. French.....	Towboat.
Chillicothe.....	Lieut. Comdr. Watson Smith.....	Fort Adams.
Choctaw.....	Lieut. Comdr. F. M. Ramsay.....	Red River.
Carondelet.....	Lieut. Comdr. John G. Mitchell.....	Between Memphis and Columbus.
Crocket.....	A. V. Lieut. H. H. Gorringe.....	Cairo, repairing.
Champion.....	Act. Ensign Thomas Divine.....	Fort Adams.
Curlew.....	Act. Ensign H. B. O'Neill.....	Grand Gulf.
Chickasaw.....		Tunica Bend.
Exchange.....	Act. Vol. Lieut. James C. Gipson.....	White River.
Essex.....	Commander Robt. Townsend.....	Mempha for repairs.
Elfin.....	Act. Master A. F. Thompson.....	Tennessee River.
Forest Rose.....	A. V. Lieut. J. V. Johnston.....	Between Natchez and Vicksburg.
Fairplay.....	Act. Master G. J. Groves.....	Cumberland River.
Fawn.....	Act. Master John R. Grace.....	Arkansas River.
Fort Hoodman.....	A. V. Lieut. John Pearce.....	Between Morganza and Fort Adams.
Fairy.....	Act. Master H. S. Wetmore.....	Cairo, Ill.
General Price.....	A. V. Lieut. W. R. Wells.....	Below Donaldsonville.
General Bragg.....	A. V. Lieut. O. Dorniny.....	Morganza.
Great Western.....	A. V. Lieut. A. N. Gould.....	Skipwith's Landing.
General Lyoc.....	Pilot R. E. Birch.....	Dispatch boat.
General Pillow.....	Act. Ensign F. W. Halsted.....	Guard boat, Cairo.

* See p. 317.

Vessel.	Commander.	Where stationed.
Gazelle.....	Act. Master Ohas. Thatcher.....	Red River.
Grampus.....	Act. Master Elijah Sells.....	Receiving ship, Cincinnati.
Hastings.....	Act. Master J. S. Watson.....	Below Memphis.
Judge Torrence.....	Act. Master J. Irwin.....	Natchez (ord. boat).
Juliet.....		Cairo, repairing.
Key West.....	A. V. Lieut. E. M. King.....	Tennessee River.
Kenwood.....	A. V. Lieut. John Swaney.....	Baton Rouge.
Lafayette.....	Lieut. Comdr. J. P. Foster.....	Bayou Sara.
Louisville.....	Lieut. Comdr. E. K. Owen.....	Skipwith's Landing.
Lexington.....	Lieutenant Geo. M. Bache.....	Above Fort Adams.
Little Rebel.....		Guard boat, Red River.
Mound City.....	A. V. Lieut. A. R. Langthorne.....	Carthage.
Marmora.....	Act. Master Thomas Gibson.....	Above Vicksburg.
Moose.....	Lieut. Comdr. Le Roy Fitch.....	Cumberland River.
Naiad.....	Act. Master Henry T. Keenc.....	Below Fort Adams.
New National.....	Pilot A. M. Grant.....	Dispatch boat.
New Era.....	Act. Master James Marshall.....	Island No. 10.
Naumkeag.....	Act. Master John Rogers.....	White River.
Neosho.....	A. V. Lieut. Saml. Howard.....	Fort Adams.
Nymph.....	Act. Master Patk. Donnelly.....	Below Morganza.
Osage.....	A. V. Lieut. Wm. Flye.....	Fort Pillow.
Ouacbita.....	Lieut. Comdr. Byron Wilson.....	Natchez, repairing.
Ozark.....	A. V. Lieut. Geo. W. Brown.....	Red River.
Pittsburg.....	A. V. Lieut. Wm. R. Hoel.....	Grand Gulf.
Prairie Bird.....	Act. Ensign J. W. Chambers.....	Mouth Yazoo River.
Paw Paw.....	A. V. Lieut. A. F. O'Neill.....	Tennessee River.
Peosta.....	A. V. Lieut. Thos. E. Smith.....	Do.
Queen City.....	Act. Master Michl. Hickey.....	Below Memphis.
Romeo.....	Act. Master Thos. Baldwin.....	Mouth Arkansas River.
Rattler.....	A. V. Lieut. James Laning.....	Carthage.
Red Rover.....	Act. Ensign Chas. King.....	Hospital boat.
Robb.....	Act. Ensign Lloyd Thomas.....	Cairo, Ill.
Reindeer.....	A. V. Lieut. Henry A. Glassford.....	Ohio River.
Springfield.....	Act. Master Jos. Watson.....	Cumberland River.
St. Clair.....	A. V. Lieut. T. B. Gregory.....	Baton Rouge.
Silver Lake.....	Act. Master J. C. Coyle.....	Ohio River.
Silver Cloud.....	Act. Master Wm. Ferguson.....	Memphis, Tenn.
Samson.....	Chief Engineer S. Bickerstaff.....	Blacksmith shop, Red River.
Siren.....	A. V. Lieut. John Scott.....	Below Natchez.
Tuscumbla.....	Lieut. Comdr. James W. Shirk.....	Cairo, repairing.
Tyler.....	Lieut. Comdr. James M. Pritchett.....	Mouth White River.
Tawab.....	A. V. Lieut. Jason Goudy.....	Tennessee River.
Tensas.....	Act. Ensign E. C. Van Pelt.....	Cairo.
Undine.....		Fort Adams.
Victory.....	Act. Master Fredk. Read.....	Ohio River.
Vindicator.....	Lieut. Comdr. T. O. Selfridge.....	Nearly completed.
Winnebago.....		Morganza.

Letter from L. P. Normand to the Secretary of the Navy, requesting the return of cotton seized by the U. S. S. Benton.

NEW ORLEANS, May 21, 1864.

SIR: After the capture of Fort De Russy on Red River in the month of March or April, 1864, by orders of Admiral Porter, the gunboat *Benton*, then stationed at said fort on Red River, in the Parish of Avoyelles, State of Louisiana, took from my father-in-law, Mr. Auguste Voinché, 42 bales of cotton, weighing on an average each 425 pounds.

At the time the cotton was taken I was present, and I told Captain Greer, of the gunboat *Benton*, and Captain Townsend, of the *Essex*, that the cotton belonged to my father-in-law, and that he was a loyal man and had been so; he never has taken any part in the rebellion; he has never aided or assisted the rebels in any manner whatsoever, and he is a French subject.

Please be kind enough to instruct Admiral Porter to release the above number of bales of cotton to him or to me, in this city.

Yours, respectfully,

L. P. NORMAND.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Endorsement.]

The writer of the foregoing letter, Mr. L. P. Normand, is an honorable and loyal citizen of this State, and well known for his great devotion to the Union. Indeed, all his relatives in the parish of Avoyelles are good Union men.

MICHAEL HAHN,
Governor of Louisiana.

[2d endorsement.]

Must apply to the court.

Report of Lieutenant-Colonel Stibbs, U. S. Army, regarding conditions at the post at the mouth of White River.

HDQRS. MOUTH OF WHITE RIVER, ARK., *May 21, 1864.*

MAJOR: In accordance with special orders from your headquarters of May 15, 1864, I reported at this post, and would now respectfully make the following report concerning the condition of affairs here: I found, on communicating with Lieutenant-Commander Prichett, that the troops had been ordered here in compliance with request made by Captain Prichett to General Canby, and that the captain had applied for two companies, while the general ordered 200 men. There are three trade stores and an extensive Government wood yard here. I can see no need of troops here, except a force sufficient to act as detectives and pickets and prevent abuses by the parties in trade here. This, Captain Prichett tells me, was the object in ordering the troops here.

I have six companies here (200 muskets), while I can not use to advantage more than two. My rank entitles me to the command of the post, and to this the naval officers object, claiming this to be a naval station, and subject entirely to their control. Being the senior officer present, I shall, unless otherwise ordered, insist on taking command of and regulating all affairs on shore at this post. My two largest companies (80 muskets) would be an ample force to do all duty required here, and if left subject to orders of the naval officer here, everything would move smoothly.

The location here is a very poor one. Many of my men are already sick. I would therefore respectfully request that, if consistent with your views, I may be ordered to report to my regiment with four companies, leaving my two largest companies here, subject to orders of Lieutenant-Commander Prichett. Excuse my addressing you direct, but being cut off, and believing this to be for the interest of the service, I address headquarters direct.

I am, major, very respectfully, your obedient servant,

JOHN H. STIBBS,

Lieutenant-Colonel, Commanding Detachment Twelfth Iowa

Major W. H. MORGAN,

Assistant Adjutant-General, District of West Tennessee.

Letter from Major-General Canby, U. S. Army, to Lieutenant-Commander Prichett, U. S. Navy, requesting information regarding movements of Union and Confederate forces in Arkansas.

HEADQUARTERS DIVISION OF WEST MISSISSIPPI,
Natchez, Miss., May 22, 1864.

SIR: I am instructed by the major-general commanding to request that you will be pleased to send to him, to the care of the commanding officer at Vicksburg, Miss., as early as possible, any official communications or bearers of dispatches that may have arrived at your post from General Steele; and also any information that you may possess in regard to the movements of our forces and of those of the rebels in Arkansas. The commanding general will also be obliged for any information that you may possess respecting the troops at Pine Bluff and Arkansas Post, and if, so far as you know, the rebels have crossed the Arkansas River with the view of operating against General Steele's communications between that river and the White River.

I have the honor to be, very respectfully, your obedient servant,
C. T. CHRISTENSEN,
Major, Assistant Adjutant-General.

Captain PRICHETT, U. S. NAVY,
Commanding District Mouth of White River.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Volunteer Lieutenant Laning, U. S. Navy, commanding U. S. S. Rattler, regarding change of station.

U. S. S. BENTON,
Off Natchez, May 22, 1864.

SIR: Upon the arrival of the *Mound City* to relieve you, you will inform her commander all about the *Indianola* and her condition, and will then take the station between Bayou Pierre and Waterproof.

Very respectfully, your obedient servant,
JAMES A. GREER,
Lieut. Comdr., Comdg. Benton and 5th Dist. Miss. Squadron.

Acting Volunteer Lieutenant JAMES LANING,
Commanding U. S. S. Rattler.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Volunteer Lieutenant Johnston, U. S. Navy, commanding U. S. S. Forest Rose, regarding change of station.

U. S. S. BENTON,
Off Natchez, May 22, 1864.

SIR: After the *Pittsburg* relieves you, you will proceed to cruise between Bayou Pierre [Pierre] and Cole's Creek Point until the *Rattler* comes down. You will then take from Waterproof to Natchez.

Very respectfully, your obedient servant,
JAS. A. GREER,
Lieut. Comdr., Comdg. Benton and 5th Dist. Miss. Squadron.

Acting Volunteer Lieutenant J. V. JOHNSTON,
Commanding U. S. S. Forest Rose.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Master Donnelly, U. S. Navy, commanding U. S. S. Nymph.

U. S. S. BENTON,
Off Natchez, May 23, 1864.

SIR: Come down to this place immediately.

Very respectfully, your obedient servant,

JAMES A. GREER,
Lieut. Comdr., Comdg. Benton and 5th Dist. Miss. Squadron.

Acting Master P. DONNELLY,
Commanding U. S. S. Nymph.

Report of Major-General Washburn, U. S. Army, regarding assembling of Confederate force at Corinth and Tupelo, Miss., under Generals Forrest and Lee, C. S. Army.

HDQRS. DISTRICT OF WEST TENNESSEE,
May 23, 1864.

(Received 12:30 p. m., 25th.)

Forrest and Lee, with large force, are at Corinth and Tupelo. They have been organizing and recuperating at and near Tupelo for twenty days, and horses and men are in splendid condition. They have from 10,000 to 12,000 men, and have some big enterprise on hand. I have no force here to enable me to go out and attack them and break up their plans. My force at Memphis is hardly adequate to purposes of defense. I fear they will do great havoc if they are allowed to cross the Tennessee. I have requested Captain Pennock to patrol the Tennessee with gunboats, for I believe Middle Tennessee and Kentucky their destination. With 5,000 troops, in addition to what I have, I could organize a movable force and go out and disperse them.

C. C. WASHBURN,
Major-General, Commanding.

Major-General H. W. HALLECK,
Chief of Staff.

Report of Acting Ensign O'Neill, U. S. Navy, commanding U. S. S. Curlew, regarding engagement with battery at Gaines Landing, Ark.

U. S. S. CURLEW, May 24, 1864.

SIR: I have the honor to report to you that at 5 o'clock this morning, when opposite Gaines Landing, Ark., we were fired into from a battery on shore, consisting of 10, if not of 12 guns. At least six full volleys were fired at us. One 12-pound shell struck the casemate of this vessel, lodging upon the ground without exploding. Two 6-pound solid shot went through the casemate about midships, on port side, just above the deck, without doing any material injury. Shrapnel flew thick around, two or three small balls penetrating the cabin. One of their guns evidently was of large caliber, as several

shots went far over and beyond the vessel. No one on board was injured, although several of the crew had narrow escapes.

Notwithstanding the crew was just turning out of their hammocks, and having been but little accustomed to such attacks, they acted with coolness and promptness during the engagement, which lasted about twenty minutes, working the guns with alacrity, firing 28 rounds with a good degree of precision. Some of the shots from one gun were seen to strike in their midst.

The U. S. S. *Tyler* being about 2 miles in advance of us, I blew the whistle to notify her that I was engaging a battery. Before she arrived they left the ground.

After consultation with the commander of the *Tyler*, it was deemed best, the battery having left, to proceed on our way. Some distance above we met the transport steamer *Nicholas Longworth*, which we were ordered by Lieutenant-Commander James M. Prichett, of the *Tyler*, in company with the U. S. S. *Romeo*, to return, and convoy her below where the battery was, which we did, without meeting any further difficulty. This caused a delay in our arrival at Cairo of at least twelve hours.

Very respectfully, your obedient servant,

H. B. O'NEILL,

Acting Ensign, Commanding.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Letter from the Assistant Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, discussing operations in Red River and in the East.

NAVY DEPARTMENT, *Washington, May 25, 1864.*

DEAR PORTER: We are much relieved at receiving your telegram yesterday that the ironclads were out of the river, through the instrumentality of Colonel Bailey's conception. As soon as we receive your written report about this operation we shall properly thank him. However the cases shall be multiplied where the Army has leaned upon our boats for salvation and returned no thanks, the reverse shall not occur without due and proper notice from the Navy Department. Bad as things looked, I had a confident presentiment that even the elements would be mastered in saving that fleet. I am sorry for Banks; it has utterly extinguished him.

The Treasury Department is taking its turn under the scrutiny of investigating committees. First, by a special committee raised in the House of Representatives, and second, by Chase's own Committee of Commerce in the Senate. This latter committee will condemn the system of intercourse with the rebellious States now in operation out West. Their action annoys Chase, because it seems to color the charges made by Frank Blair. Without taking any part in that quarrel, it may be remarked that the Secretary of the Navy has always been opposed to this trading, and several times pretty sharp correspondence has taken place between him and Mr. Chase upon the subject. The other day Mr. Chase, in conversation with Mr. Welles, endeavored to throw blame upon you in regard to dealings in cotton. We understand this to be a move on his part to defend himself at our and your expense. I wish to inform you of

this much, that you may be prepared for them. Any facts in regard to this matter of trade had better be noted, and perhaps a history of it reported to the Department with your own dealings, such a paper as can be yielded to any Congressional committee that should call for it.

Grant is pushing along toward Richmond at great sacrifices, but with heroic constancy. Each army has already lost 30,000 men, making a total of 60,000. They claim a victory in every fight, though we have 22 guns and 10,000 prisoners, part of which are the original Stonewall Brigade entire. Richmond and, in fact, the whole Southern Confederacy, is Lee's army; that beaten, they are beaten everywhere. So you see the fields southeast of Spottsylvania are now the theater of the decisive contest. Rolled back to the Potomac, we never again can advance to the capture of Richmond, and the rebs driven from their capital, perish as a Southern Confederacy. I feel sure we shall beat them, but through a series of desperate and bloody encounters, where will perish most of the authors and sustainers of the rebel cause.

The *New Ironsides* is coming home for repairs. Melancton Smith is attending to the ram in the Sounds of North Carolina. He had a one-sided fight the other day, in which the *Sassacus* struck the ram fair, going 9 knots. I would have supposed she would have gone entirely through her, but the damage was not serious enough to prevent her retiring slowly from the action.

We have sent in Lieutenant-Commander Roe's name for advancement five numbers under the new law for the dash, though unsuccessful.

Dahlgren wants to come home. Poor fellow, hard work, forty-two courageous and persistent attacks, poor health, and the papers discussing and cussing him. The square flag is not the pleasant place Washington navy yard was. I don't think we can let him home just now. I am afraid the Navy is not treating him fairly, for reasons you understand. After you get your feathers smoothed and oiled, I don't see why you should not come East, if you so desire it.

Please make your secretary apply for the place of assistant paymaster, and give him such endorsement as you shall deem best.

The only fight we have on hand now is to get rid of navy agents, and have officers do that and storekeepers' duties, something like your system out West. I will send you Grimes's speech on the subject Thursday. If the plan works well out there, a letter from you would benefit the service and help us in the fight. Read Grimes's speech first.

You will find some interesting reading in the book called *Armored Vessels*. Don't forget the *Winnebago's* turrets.

Faithfully,

G. V. Fox.

Report of Rear-Admiral Porter, U. S. Navy, suggesting names for vessels purchased and under construction.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Off Mound City, Ill., May 26, 1864.

SIR: I beg leave to recommend the following names for vessels lately purchased and ready for service: *Lavinia Logan*, *Antelope*; *Reindeer 57*, *Peri*; *Huntress*, *Huntress*; *Hartford*, *Sibyl*.

Four steamers built at Chattanooga are almost ready for service. I sent forward the guns today, and have detailed the officers. These are fine steamers of their class. I respectfully recommend that they be named as follows: *General Grant*, *General Sherman*, *General Thomas*, *General Burnside*, in compliment to those gallant officers.

I shall have two more steamers ready there in the course of a month.

The vessels are being built under my directions, and the quartermaster pays all bills.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER,

Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Volunteer Lieutenant Brown, U. S. Navy, regarding duty assigned to steamer Little Champion.

U. S. S. OZARK,

Red River, May 26, 1864.

SIR: The *Little Champion* arrived yesterday. I have ordered her to return with one barge with 210 bales cotton, one empty barge, and one gun float with 6 guns on it. Hoping this will meet your approbation,

I am, respectfully, your obedient servant,

GEO. W. BROWN,

Acting Volunteer Lieutenant and Senior Officer.

Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron.

List of boats in port, Mound City, Ill., May 26, 1864.

Sovereign, used as boarding house; *W. H. Brown*, on the ways; *Cincinnati*, on the ways; *Tuscumbia*, repairing; *Juliet*, repairing, officers and crew transferred; *Cricket*, for repairs; *Lavinia Logan*, for Admiral Farragut; *Reindeer* (No. 57), fitting out; *Vindicator*, fitting out; *Benefit*, repairing; *Pansy*, on the ways, repairing; *Siren*, receiving ship; *Fairy*, on duty; *General Pillow*, guarding powder boats; *Moose*, *Reindeer*, just arrived to take ordnance and ordnance stores to new boats on the upper Tennessee.

Report of Lieutenant-Commander Owen, U. S. Navy, regarding measures for opposing the operations of Marmaduke's cavalry.

U. S. S. LOUISVILLE,

Off Lake Providence, La., May 26, 1864.

SIR: By dispatches dated 24th instant, received from Acting Master Baldwin, commanding *Romeo*, and Acting Ensign Chambers, commanding *Prairie Bird*, I am informed that Marmaduke is on

the Louisiana bank of the river from head of [No.] 82 to foot of [No.] 84 (islands), with ten pieces of artillery. The pieces are reported to me as heavier than those on the light-drafts. I am now on my way to that part of the district. I will leave the *Great Western* at Skipwith's and take the *Exchange* with me. Considerable musketry has been used, but the probable force is yet not known. No serious casualties have yet occurred. Acting Ensign Dwyer, of the *Romeo*, was shot in the thigh by a musket ball. To effectually drive away the enemy's guns will require a cooperating land force. As soon as I learn about the force of Marmaduke I will dispatch General Slocum. Major-General A. J. Smith is now in Vicksburg with his entire force and ready to come up. As soon as safe I will send the *Great Western* up. If the enemy propose to remain on the river between Eunice and Sunnyside, two or three more vessels would be required to protect transports, and one of those an ironclad, besides this vessel. It is possible the enemy will cross a portion of his force over the river, using both banks. In that case the present small force would be inadequate to the protection of the river. Coal is very much needed.

I am, sir, very respectfully, your obedient servant,

E. K. OWEN,

Lieutenant-Commander, Comdg. 6th Dist. Miss. Squadron.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

[Telegram.]

ST. LOUIS, *May 26, 1864.*

General [John M.] Thayer telegraphs me from Fort Smith, urging me to send several boats with stores up the Arkansas. Admiral Porter some time since advised that in his opinion navigation of that river was impracticable. Please advise me as soon as possible his views or your own upon sending this fleet, and whether you can send convoy.

L. B. PARSONS,

Colonel and Chief Quartermaster.

Captain A. M. PENNOCK,

Mound City.

*Letter from chief quartermaster at St. Louis to Fleet Captain Pen-
nock, U. S. Navy, regarding convoy for stores to be sent up the
Arkansas River.*

QUARTERMASTER'S DEPARTMENT,

OFFICE OF CHIEF OF WESTERN RIVER TRANSPORTATION,

St. Louis, May 26, 1864.

CAPTAIN: On the requisition of General Thayer at Fort Smith and the commissary here, I am loading several light-draft boats as rapidly as possible to send up the Arkansas. The river is rising rapidly at Fort Smith, and as prompt action is essential to success, I

write so that you can advise Admiral Porter or take such measures in reference to convoys as you deem necessary. I think the fleet will leave here within two or three days and proceed at once to the Arkansas, to await the support of the gunboats. My own judgment does not favor the expedition, but I am overruled, and shall do all I can for its success. I will thank you to telegraph me on receipt of this what can be done.

LEWIS B. PARSONS,
Colonel and Chief Qmr. Western River Transportation.

Captain A. M. PENNOCK, U. S. Navy,
Mound City, Ill.

[Telegram.]

ST. LOUIS, *May 27, 1864.*

Your dispatch received. My views in regard to the general navigation of the Arkansas fully concur with yours, but I am required and am loading a fleet of boats for that river, based upon the following dispatch:

FORT SMITH, [ARK.], *May 25.*

The river is rising rapidly. Can you not send forage to this point? A fleet of very light-draft steamers, loaded with commissary and forage. Do so by all means if in your power.

JOHN M. THAYER,
Brigadier-General.

Colonel L. B. PARSONS.

I wrote Captain Pennock last evening.

LEWIS B. PARSONS,
Colonel and Chief Quartermaster.

Admiral D. D. PORTER, *Mound City.*

Report of Lieutenant-Commander Fitch, U. S. Navy, regarding the shipment of guns from Louisville, Ky.

U. S. S. MOOSE,
Off Smithland, Ky., May 27, 1864.

SIR: I find on arriving here that there is only 3 feet water on Harpeth Shoals and falling very fast. It would not, therefore, be safe for me to venture up this river with the guns, etc.

I will therefore run direct to Louisville and ship them from there; the cars that take them will run straight through without changing.

Guards have been provided by the army ordnance officers to go with them, both from Louisville and Nashville.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant-Commander, Comdg. 10th Dist. Miss. Squadron.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Mound City, Ill.

Report of Rear-Admiral Porter, U. S. Navy, recommending the promotion of Acting Master Watson, U. S. Navy.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, May 27, 1864.

SIR: I would respectfully recommend the promotion of Acting Master J. S. Watson, commanding U. S. S. *Hastings*, to acting volunteer lieutenant, for gallant and meritorious conduct in action.

He had command of the *Juliet* up Red River, and brought his vessel safely out of places where there was some danger of her safety.

I have the honor to be, very respectfully, your obedient servant,
DAVID D. PORTER,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, to report to the Navy Department in person.

NAVY DEPARTMENT, May 27, 1864.

SIR: When you feel that you have made such arrangement of your squadron as will admit of your absence from it for a short period, I will be pleased to have you proceed to Washington and report in person to the Department.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

General order of Rear-Admiral Porter, U. S. Navy, designating the vessels belonging to the several districts of his command.

GENERAL ORDER, }
No. 199. }

U. S. MISSISSIPPI SQUADRON,
FLAGSHIP BLACK HAWK,
Mound City, Ill., May 27, 1864.

General Orders 80, 141, and 195 are hereby revoked, and the following will be substituted:

First District—from New Orleans to Donaldsonville—composed of the following vessels: *Essex*, *Argosy*, *General Price*, *St. Clair*, *Alexandria*.

Second District—from Donaldsonville to Morganza—composed of the following vessels: *Lafayette*, *Juliet*, *Kenwood*, *Ouachita*, *Avenger*, *Nymph*, *Chickasaw*.

Third District—from Morganza to Fort Adams—composed of the following vessels: *Choctaw*, *Gazelle*, *Neosho*, *Ozark*, *Winnebago*, *General Bragg*, *Little Rebel*, *Fort Hindman*, *Cricket*, *Naiad*.

Fourth District—from Fort Adams to Natchez—composed of the following vessels: *Siren*, *Champion*, *Chillicothe*, *Cincinnati*, *Lexington*, *Peri*.

Fifth District—from Natchez to Vicksburg—composed of the following vessels: *Benton*, *Pittsburg*, *Curlew*, *Mound City*, *Rattler*, *Judge Torrence*, *Forest Rose*.

Sixth district—from Vicksburg to Arkansas River—composed of the following vessels: *Romeo*, *Louisville*, *Marmora*, *Prairie Bird*, and two other light-drafts.

Seventh District—from Arkansas River to Memphis—composed of the following vessels: *Hastings*, *Fawn*, *Naumkeag*, *Tyler*, *Queen City*, *Exchange*, *Silver Cloud*, *Linden*.

Eighth District—from Memphis to Columbus—composed of the following vessels: *Osage*, *Carondelet*, *Huntress*, *New Era*.

Ninth District—from Cairo to the head of Tennessee River—composed of the following vessels: *Tawah*, *Elfin*, *Tuscumbia*, *Key West*, *Undine*, *Paw Paw*, *Robb*, *Peosta*.

Tenth District—Cumberland River and Upper Ohio—composed of the following vessels: *Brilliant*, *Moose*, *Victory*, *Fairplay*, *Springfield*, *Reindeer*, *Silver Lake*.

At station at Cairo and to be ready at all times for the admiral's service, *Fairy*, *Sibyl*.

The vessels of one district are not to be ordered away by the commander of another district unless it can be shown that a great emergency exists for so doing; but commanders of districts will cooperate with each other and, when occasion requires, render all aid and assistance in their power.

Observe and carry out the requirements of General Order No. 84.

DAVID D. PORTER,

Rear-Admiral, Commanding Mississippi Squadron.

General order of Rear-Admiral Porter, U. S. Navy, regarding signals.

GENERAL ORDER, }
No. 205. }

U. S. MISSISSIPPI SQUADRON,
FLAGSHIP BLACK HAWK,
Mound City, Ill., May 28, 1864.

The day and night distinguishing signals of the U. S. S. *Fairy* will be those of the late U. S. S. *Petrel*.

The day signals of the U. S. S. *Vindicator* will be those next after the U. S. S. *Lafayette* on the signal board.

Night distinguishing lights have been assigned to vessels as follows, viz: *Vindicator*, No. 60; *Elfin*, No. 63; *Undine*, No. 55.

DAVID D. PORTER,

Rear-Admiral, Commanding Mississippi Squadron.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Volunteer Lieutenant Laning, U. S. Navy, commanding U. S. S. Rattler.

U. S. S. BENTON,
Off Natchez, May 28, 1864.

SIR: I have received your letter of the 27th instant.

When you have finished your work at the *Indianola* come down to this place with the *Rattler* and ask Captain Johnston to look out

for your beat during your absence. I will then have Mr. Elliott surveyed. I sent you yesterday some drawing paper.

Very respectfully, your obedient servant,

JAMES A. GREER,

Lieutenant-Commander.

Acting Volunteer Lieutenant JAS. LANING,

Commanding U. S. S. Rattler.

Report of Lieutenant-Commander Owen, U. S. Navy, commanding Sixth District, regarding affairs pertaining to his command.

U. S. S. LOUISVILLE,

Off Gaines Landing, May 28, 1864.

SIR: I arrived here this afternoon, and can see or hear nothing of the rebel forces. A few moments since I threw a few shrapnel at some scouts behind the levee. They scampered off at the first fire. No attacks have been made on boats passing for the past three days. It may be the enemy have moved down the river to attack Lake Providence and Goodrich's Landing, where there are a few troops protecting stores and plantation lessees. No gunboat is stationed at either place. The *Great Western* leaks very badly when underway. She is now stationed at Skipwith's. I will send her up as soon as I send a boat, or go down to relieve her. The *Exchange* and *Prairie Bird* both require pilots, and the *Prairie Bird* an engineer. There is not any coal at Skipwith's, and the late convoying has left the vessel quite short. Whilst it is necessary to convoy steamers, this district will require more than two barges a month for its own use; whilst vessels go up and down, gunboats, dispatch boats, and towboats, will require another barge and a half. If the vessels were allowed to coal out of barges coming down, it would save their going down to Skipwith's. This vessel is short 60 men of her complement, and the times of the greater portion now on board are running out rapidly. The *Prairie Bird* needs general repairing badly.

I am, sir, very respectfully, your obedient servant,

E. K. OWEN,

Lieutenant-Commander, Commanding 6th Dist., Miss. Squadron.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Letter from chief quartermaster at St. Louis to Rear-Admiral Porter, U. S. Navy, regarding arrangements for convoying stores up the Arkansas River.

QUARTERMASTER'S DEPARTMENT,

OFFICE OF CHIEF OF WESTERN RIVER TRANSPORTATION,

St. Louis, May 28, 1864.

ADMIRAL: Your dispatch as follows, "Mound City, May 27, 1864. If you think proper to send the transports, the gunboats shall go up with them," is received. It is not at all left to my judgment. I am required to furnish the transportation for a quantity of stores to

Little Rock and Fort Smith, via the Arkansas, and can not change it. I therefore sent you the following reply to-day: "The transports with stores designed for Fort Smith will leave here as soon as the stores are furnished for the boats. I hope within two or three days at farthest. I write you." There shall be no delay on my part in having the boats ready here for the stores. If furnished by the commissary and forage quartermaster promptly, a number of boats will leave here within three days for the mouth of the Arkansas, with orders to wait a reasonable time to go up the Arkansas, and, if unsuccessful, then to proceed to Devall's Bluff. At the mouth of the Arkansas they will of course await your orders as to proceeding.

Very respectfully,

LEWIS B. PARSONS,

Colonel and Chief Qmr. Western River Transportation.

Admiral D. D. PORTER,

Commanding Mississippi Squadron, Mound City, Ill.

Report of Acting Master Hickey, U. S. Navy, commanding U. S. S. Queen City, regarding captures made at Clarendon, Ark.

U. S. S. QUEEN CITY, *May 28, 1864.*

SIR: I landed at Clarendon this day and captured 3 mules and 1 horse, all marked U. S.

I took Mr. Dial, who claimed them, prisoner. I also took Mr. Carr, a justice of the peace, who was in company with Mr. Dial, taking from him 2 mules and 1 horse. As I landed, I drove out some rebel pickets who were with the men captured.

Carr is well known to the Union-loving people of that section and is a terror to them all.

I turned the prisoners over to the provost-marshal at Devall's Bluff and the stock to the quartermaster, he being very much in need of them, taking his receipt for the same.

Very respectfully, your obedient servant,

MICHAEL HICKEY,

Acting Master, Commanding.

Lieutenant-Commander JAS. M. PRICHETT.

Report of Acting Master Coyle, U. S. Navy, giving information regarding Moses W. Bozard, captured near Canton, Ky., and transmitting statement of prisoner.

U. S. S. SILVER LAKE,

Cumberland River, May 29, 1864.

SIR: I have the honor to report to you that on the 26th instant, having received information of a spy being at a place named Fungo, 2½ miles west of Canton, Ky., I sent a guard and had him arrested and brought to this vessel, searched, and questioned. And at the same time I had brought over to the vessel Mr. Nathan Bowman, who lives 1½ miles west of Murray, Ky., who, in answer to questions, gives the following information in regard to this alleged spy:

Mr. Nathan Bowman, a very respectable citizen of Kentucky, aged about 60 years, a relative of Judge Williams, of Paducah, and well known by his neighbors and friends as an original, staunch, loyal man, states as follows, viz:

That the prisoner's name is Moses W. Bozard and is a neighbor of his. That last November the Federal soldiers went to Bozard's house to search for arms; that Bozard denied having any, but the soldiers found a shotgun in his house. He was heard to say afterwards that they did not find a home-made Bowie knife, which he had secreted for the especial use of his Union neighbors. Was told by his neighbors that unless he gave up the knife he would be informed on.

He has been known to admit persons into his house in the night last winter at different times who were considered improper persons and strongly suspected of being guerrillas. He also had acquaintance with and harbored men that he knew were going to join guerrilla bands. He is believed to have given information to guerrillas of where his Union neighbors had secreted their stock and other valuables, which were afterwards stolen by the guerillas, he losing nothing. He is a known sympathizer and active secessionist, and the secessionists place the utmost confidence in him.

When asked his business in the neighborhood, he stated to Captain Oakley, Fungo Home Guards, and others that his object in coming there was to procure arms for the protection of himself and neighbors against guerrillas, as he had on the Friday previous whipped a guerrilla named A. J. Kane, who was a secessionist.

Mr. Bowman says that A. J. Kane is a quiet, peaceable Union man and that Bozard did not whip him. He can establish this fact, because he was in the immediate neighborhood at that time.

It is believed by Mr. Bowman that Bozard came into the neighborhood as a spy, to prepare the way and give information to the guerrillas of where property of the Union men could be found and also to ascertain the whereabouts, strength, organization, and vigilance of the Home Guards. That he had done so at the instigation of the guerrillas and secessionists of Calloway County, many of whom he is known to associate with.

One of his nephews was with the band of guerrillas that robbed the Redd Brothers about two weeks ago. The Redd brothers live about 2 miles from Newburg, on the east side of Tennessee River.

Mr. Bowman refers to the following-named gentlemen for his character generally: Judge Williams, of Paducah, Ky.; Judge McKnight, of Paducah, Ky.; Judge Beadles, of Marshall County, provost-marshal and commander at Columbus, Ky.; Dr. Thomas, now at Smithland; Thomas Bell, surgeon at Paducah.

The prisoner when captured had on his person a small amount of money (Federal currency) and a pass from the provost-marshal at Paducah, passing him through the lines until further orders, dated April 23, 1864.

Annexed please find the prisoner's own statement.

Very respectfully, your obedient servant,

JOS. C. COYLE,
Acting Master, Commanding.

Lieutenant-Commander LEROY FITCH,
Commanding Tenth District.

Moses W. Bozard, the prisoner, on being questioned, states as follows:

His object in coming between the rivers was to see his relatives (Mrs. Bozard and family), who live near Fungo. He has been to Paducah, goes there whenever he pleases; has taken the oath; says Captain Farley, of Canton, knows him; crosses the Tennessee River whenever he chooses; was crossed this time by a man named Williams, who crosses people regularly. (The Newburg and Williams Ferry are the same.)

He lives $1\frac{1}{2}$ miles west of Murray, Calloway County, Ky.; has been on this side of the Tennessee River since the 25th instant. Is a farmer by occupation; was at Paducah, May 6. Denies having any acquaintance whatever with guerillas; has lived on the Tennessee River thirty years; has occupied his present home ever since the war commenced; associates principally with Union men; never harbored guerrillas; never been searched by either party; never kept any arms. Afterwards said the Federal soldiers took a shotgun from him. Says that a little more than a week ago he whipped a man named Jackson Kane severely for trying to shoot one of his dogs. Acknowledges that he did enquire the price of arms, and where they could be procured, merely, he says, that he might know where to get them if he wanted them for himself and friends for protection.

Very respectfully,

JOS. C. COYLE,
Acting Master, Commanding.

[Telegram.]

PADUCAH, KY., *May 29—11:50 a. m.*

All quiet here this morning. There are small detachments of the enemy at Mayfield, Dukedom, and Paris. I am informed that General Halleck telegraphed General Prince that Forrest has a force of 15,000 men and that he was moving north from Tupelo, Miss. Look out for Paducah, as it was thought that Forrest would strike for that place. My impression is that he will try to cross the Tennessee above Clifton, to destroy General Sherman's communications.

JAMES W. SHIRK,
Commanding Ninth District.

Rear-Admiral DAVID D. PORTER,
Commanding U. S. Mississippi Squadron, Mound City, Ill.

Forwarded from Metropolis, Ill., per steamer *Armada*, May 29, 2 o'clock p. m.

CHAS. WALLACE,
Government Agent.

Letter from the Secretary of the Navy to the Secretary of War, transmitting report regarding trade carried on by the Marine Brigade.

NAVY DEPARTMENT, *July 12, 1864.*

SIR: I have the honor to enclose herewith for your information an extract from a report made to Rear-Admiral Porter, commanding

Mississippi Squadron, on the 29th May last, by Lieutenant-Commander Owen, relative to the trade carried on with the rebels by the Marine Brigade.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

HON. E. M. STANTON,
Secretary of War.

[Enclosure.]

U. S. S. LOUISVILLE,
Off Skipwith's Landing, May 29, 1864.

SIR: The enemy having left the river in this district, I have returned to this place and have ordered the *Great Western* to proceed to Cairo in accordance with your orders to the commander of that vessel. A few guerrillas are on both banks, but chiefly employed in conscripting and getting animals. I can get no sworn testimony, but it is certainly the fact that the Marine Brigade are selling to rebels stores of every description. Boots (cavalry), navy revolvers, and many other things, strictly contraband of war.

I have heard this from hundreds of people, from Vicksburg to Cypress Bend.

Their chief headquarters appear to be Greenville, where they mostly remain.

The disbursing officer of the Ram Fleet does not hesitate to proclaim the brigade a very rotten concern, i. e., they do everything and anything to make money.

It would be good policy to do away with this brigade, or place it at intervals under naval control. I find cotton boats navigating all the bayous with military permits. I to-day have commenced overhauling these vessels, and in obedience to your order will send them to New Orleans.

There are many of them and it will take quite a number of officers. These boats are undoubtedly employed in getting stores to the rebels. The military suppose they control the water as well as land, considering the naval authorities as auxiliary or secondary. I shall regard no order on the water unless coming from my naval superior. The large trade with local agents here and there, and the great number of boats in the trade, perplex me not a little. I would like to have your instructions, independent of the Treasury Department rules and the uncertain rules and regulations of agents and generals of all description. I am rapidly becoming initiated in the mysteries of this trade, and will soon be able to give you substantial facts. The *Great Western* leaves at once. I send my pilot up on the *Great Western*. I hope he will be ordered back immediately.

I am, sir, very respectfully, your obedient servant,

E. K. OWEN,
Lieutenant-Commander, Commanding Sixth District.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Acting Master Donnelly, U. S. Navy, commanding U. S. S. Nymph, giving names of vessels boarded.

U. S. S. NYMPH,
Off Plaquemine, La., May 30, 1864.

SIR: I have the honor to submit the following report of vessels boarded while cruising between Waterproof and St. Joseph, Fourth District, May 19: Steamer *Fawn*, above Waterproof, May 19; steamer *Keota*, below Rodney, May 21; steamer *Jolahae*, St. Joseph, May 23; steamer *Golden Gate*, off Waterproof. Cause of boarding, to examine papers and search for contraband goods.

Very respectfully, your obedient servant,

P. DONNELLY,
Acting Master, Commanding.

Rear-Admiral D. D. PORTER,
Comdg. Miss. Squadron, Flagship *Black Hawk*, Cairo, Ill.

Report of Lieutenant-Commander Mitchell, U. S. Navy, regarding U. S. S. Osage, ashore on Helena Bar, and operations of the enemy at Corinth, Miss., and near Osceola, Ark.

U. S. S. CARONDELET,
Off Memphis, Tenn., May 30, 1864.

SIR: I have the honor to report my arrival at this place yesterday at 6 p. m.

I communicated with the commanding officer of the *Osage* at Helena Bar on the 28th, and he informs me that a rise of from 6 to 9 inches more will enable him to get her afloat. She is in the same position as when you passed up. The *Silver Cloud* is in company with her, and in the event of the rise, which has commenced, will assist in hauling her off.

Forrest is reported at Corinth and about making a raid into this place. I shall remain here for a few days, or until further information is received from him, as Captain Townsend informs me that he is about leaving Cairo. A letter from Acting Master Marshall, of the *New Era*, was received yesterday evening, giving information of a rebel force of from 100 to 200 strong back of Osceola landing, where his vessel is lying. General Washburn, with whom I have communicated this morning, informs me that he will send a cavalry force up to that point to cut them off.

Very respectfully, your obedient servant,

JOHN G. MITCHELL,
Lieutenant-Commander, Comdg. 8th Dist. Miss. Squadron.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Order of Lieutenant-Commander Breese, U. S. Navy, to the provost-marshal at Cairo, Ill., for investigation of charges against Solomon and Lewis Harris, prisoners.

MOUND CITY, May 31, [1864].

SIR: By direction of Admiral Porter I send you Solomon and Lewis Harris, captured near the mouth of Black River, and charged

by their neighbors as being the persons who gave such information as led to the recapture and death of some of the crew of the ram *Queen of the West*. One of them was overheard to say he was glad that engineer on board the *Black Hawk* (one of General Banks' transports) did not see him, as he knew enough about him to stretch his neck. This engineer was, I believe, on board the *Queen of the West* at the time of her capture. The admiral requests that you please investigate these charges, and if, from any cause, they can not be substantiated that these men be treated as prisoners of war.

Respectfully, etc., your obedient servant,

K. R. BREESE,

Lieutenant-Commander, Commanding.

PROVOST-MARSHAL,

Cairo, Ill.

Letter from Rear-Admiral Porter, U. S. Navy, to Major-General Canby, U. S. Army, regarding movements of Major-General Forrest, C. S. Army.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, May 31, 1864.

GENERAL: I have just received the enclosed telegram from Paducah:

Information, which appears to be reliable, has been received that Forrest is attempting to cut off Sherman's communications, and unless a force (A. J. Smith or some one else) is sent up here he may succeed.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Rear-Admiral.

Major-General E. R. S. CANBY,

Commanding Military Division of West Mississippi.

[Telegram.]

PADUCAH, *May 31, 1864.*

The commander of the post has reliable information that Forrest is at Corinth with a heavy force, [Abram] Buford this side with a brigade. Railroad working to Corinth and being repaired to Jackson, [Miss.].

A. F. O'NEIL,

Lieutenant, Commanding Paw Paw.

Rear-Admiral D. D. PORTER,

Mound City.

[Telegram.]

PADUCAH, *May 31, 1864.*

Captain Shirk, with the *Key West* and *Elfin*, went up the Tennessee at 8:30 a. m.

A. F. O'NEIL,

Lieutenant, Commanding Paw Paw.

Captain A. M. PENNOCK,

Mound City.

[Telegram.]

ST. LOUIS, *May 31, 1864.*

The *Runyan* left here day before yesterday for the mouth of Arkansas. Three more will leave in the morning, to be followed by others as fast as the stores can be furnished.

L. B. PARSONS,
Colonel and Assistant Quartermaster.

Admiral D. D. PORTER,
Mound City.

Report of Lieutenant-Commander Fitch, U. S. Navy, requesting approval of order for the restriction of trade in Kentucky and Tennessee.

U. S. S. MOOSE,
Louisville, Ky., May 31, 1864.

SIR: I find on coming up the river that during the absence of the gunboats, and since trade has been reestablished, there has been an indiscriminate traffic with the rebels in Kentucky.

Kentucky is now full of guerrillas, and for no other purpose than to pick up these supplies that have been collecting during the winter.

There are not boats enough in this district to guard and watch every crossing, therefore the only way to stop this abuse is to stop all intercourse.

The greatest difficulty is with the surveyors of ports. If they did their duty strictly, there would be no necessity for such restrictions.

I send enclosed an order which I hope you will approve, that I may get it in full force, and stop this smuggling before low water sets in. I do not think we can be too severe on such people.

I am, very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant-Commander, Comdg. 10th Dist. Miss. Squadron.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Mound City, Ill.

[Enclosure.]

U. S. S. MOOSE,
Ohio River, June 1, 1864.

As the commerce with a portion of the States of Kentucky and Tennessee has been carried on with guerrillas and disloyal persons to such an extent as to amount to an abuse of the privilege, it is hereby ordered that, till further notice, all trade to the Kentucky shore below Cannelton is prohibited, and steamers must not land on that side of the river, except at posts garrisoned by United States troops, without a written permit from the proper naval officer.

Any steamer violating this order will be seized and sent to Mound City, and all goods found in scows or skiffs crossing the river, or about to cross, without a permit from the proper naval officer will be confiscated.

All persons found crossing the river in scows, flats, or other craft will be arrested.

All ferries within the above limits will, from this date, be suspended until further orders.

As soon as Government steamers cease running up the Cumberland River no vessel will be permitted to enter that stream until navigation again opens in the fall.

For further particulars, commanding officers in the Tenth District are referred to General Order No. 2 from the admiral.

[LE ROY FITCH],
Lieutenant-Commander, Comdg. 10th Dist. Miss. Squadron.

Report of Lieutenant-Commander Owen, U. S. Navy, giving information of Confederate battery and troops at Sunnyside, Ark.

U. S. S. LOUISVILLE,
Off Skipwith's Landing, May 31, 1864.

SIR: I was informed last evening by Major Lawrence, of the Marine Brigade, that there is a battery of nine pieces (20, 12, and 6 pounders) at Sunnyside, supported by nearly 10,000 infantry. I am very much in want of gunboats. If I leave here I fear the enemy will come in and destroy the tugs, barges, mortars, etc. The *Clara Eames* was captured and burned. I fear the *Pauline Carroll*, with a thousand troops on board, has shared the same fate.

I am, sir, very respectfully, your obedient servant,

E. K. OWEN,
Lieutenant-Commander, Commanding Sixth District.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Acting Volunteer Lieutenant Flye, U. S. Navy, commanding U. S. S. Osage, regarding efforts to get that vessel off Helena Bar.

U. S. S. OSAGE,
Helena Bar, Mississippi River, May 31, 1864.

SIR: Previously to my taking command of this vessel, on the 26th instant, Captain Selfridge had commenced lightening her by sending on shore some of the iron plating of the turret, the heavy iron gratings, all of the solid shot and grape, and many other heavy articles. I continued the process by removing the iron plating over her paddle wheel and pilot house.

By the morning of the 29th instant there had been a rise of water to the amount of $7\frac{1}{2}$ inches. I had previously carried out our heaviest anchor, a little on the starboard bow, and backed it with a kedge.

The U. S. S. *Silver Cloud* came to our assistance on the 28th instant, bringing a 9-inch and an 11-inch hawser. One of these hawsers was run from our port bow to the *Silver Cloud*, the other from the shore to her steam capstan.

On the morning of the 29th instant, finding that the river was no longer rising, I made every effort to get this vessel off the bar, but without the least success. We hove in on our starboard anchor, the

Silver Cloud worked her steam capstan, and we worked our engine at full power without being able to move the ship in the least. I repeatedly caused the engine to be backed strongly, that the paddle wheel might force the water powerfully under the bottom of the vessel, hoping that this action might loosen the sand underneath her. I also used rakes and hoes, endeavoring to loosen the sand alongside. We kept up these various efforts constantly during the whole of the day without having started the ship in the least. In the meantime the water had commenced falling, and has continued to fall ever since. Nothing further can be done in the way of moving the ship until it rises. It has gone down 15 inches since Sunday morning, the 29th instant, and is still falling rapidly. Already a knoll of hard sand is bare under our port side, a little abaft the turret. Forward and aft of this the water increases gradually to 3 feet 11 inches. On the starboard side, commencing forward and going aft to the stern, we have the following depths of water, viz: 3 feet 11 inches; 3 feet 9 inches; 3 feet 3 inches; 2 feet 7 inches; 2 feet; 2 feet 5 inches; 1 foot 3 inches; 2 feet; 2 feet 6 inches; 3 feet. These figures show that the whole weight of the vessel rests on hard sand amidships, while at each end there is nearly enough water to float her. As a consequence of this, she is badly strained, her bow and stern have dropped at least 6 inches, and her fore-and-aft bulkheads have broken in two abreast the fire room. This last injury is very serious, as these bulkheads stand in the stead of keelsons in ordinary vessels. It is to be expected that she will continue to hog still more until the water has entirely left her. I have filled in under the bow with brush so as to prevent the current from washing away the sand any more at that point. I shall continue to send on shore such heavy articles as can be spared from the ship, with a view to diminish the strain on her hull.

I am prepared to get up steam in case we should have occasion to revolve the turret.

Very respectfully, your obedient servant,

WILLIAM FLYE,

Acting Volunteer Lieutenant, Commanding.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron, Cairo, Ill.

Report of Rear-Admiral Porter, U. S. Navy, protesting against the conduct of Treasury agents in relation to trade and transmitting papers on the subject.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, May 31, 1864.

SIR: I have scarcely hoped to see anything like a cessation of guerilla warfare in this quarter while indiscriminate trade was allowed, and while an army of so-called Treasury aids were employed in supplying the enemy, instead of protecting the Treasury and the interests of the Government. No one knows the difficulties I have had to contend with in keeping the rebels comparatively quiet in the rivers, having hitherto received no assistance from the Army, which

occupies three or four principal points on this river, and seldom makes any attempts to dislodge the guerrillas that come to the bank for plunder and trade.

Treasury agents have come out here from time to time, professing to be armed with full powers to trade, even within the enemy's lines. I could not pretend to go into a history of all the nefarious transactions that have occurred on this river through the connivance of Treasury agents, and notwithstanding I did all I could to put a stop to the supplies that were going into the rebels' hands, I found it impossible to do anything while the military commanders at Columbus, Hickman, Memphis, Helena, Vicksburg, Natchez, and every military post on the Mississippi, indorsed the permits of the Treasury agents. For two years Memphis has been a regular depot for rebel supplies, as much as \$100,000 worth of stores of all kinds going into the enemy's lines at one time, and though the rebels might, on two or three occasions, have captured Memphis they were too deeply interested in the trade to do anything that would interrupt it. Had all trade been cut off with the rebel States bordering on this river the sounds of war would scarcely be heard here now, but at this very moment the rebel Forrest is passing along in a line from Baton Rouge to Paducah and supplying the rebel army with the supplies that have been thrown into the interior from New Orleans to St. Louis.

I have made more than one complaint to the Department in relation to these matters, though I could hope for no improvement while the commanders of military posts recognized Treasury regulations as taking precedence of military necessity.

I am happy at last to see that there is some hope of a change in the system which has heretofore been the cause of so much mischief in the Department of the Mississippi. Generals Washburn and Slocum seem to be the first officers who have had the courage to attempt to put a stop to the trade with the rebels, which is not in accordance with any laws that I know to exist. The inclosed is a printed order of General Washburn, which I have endorsed, and which I hope the Department will sustain me in doing.

I have but one object, and that is the prevention of trade with rebels, and the crushing out of this rebellion.

All that General Washburn says is true, and a thousand times more could be said.

I enclose a slip from a Western newspaper, which gives a description of the whole system practiced on this river in the fewest possible words. I also enclose a copy of a letter marked "A" which gives the names of parties implicated in treasonable transactions with the rebels.

I also enclose a letter marked "B," which I wrote to a Mr. Yeatman, Treasury agent at Memphis, in answer to an application for a gunboat. Mr. Yeatman never answered my letter. It is supposed that he is engaged with a man by the name of Parkman, who receives permits for an unlimited amount of supplies.

Mr. Yeatman could scarcely have been blind to the frauds committed at Memphis, and though he professes to be superlatively honest, I am not disposed to separate him from the crowd of Treasury agents, who all bear bad names in this quarter. At Vicksburg the complicity of some Army officers of the Marine Brigade and Treas-

ury agents has been so notorious that it is known to every one. I intend to collect facts which will be sent to the Department from time to time to substantiate all I say.

At Natchez a Judge Hart, Treasury agent, has been carrying on the most shameful traffic, charging large commissions for permits, and being engaged through one Field in opening a trade store by which the rebels have been fully supplied. General Slocum has taken this matter in hand, has arrested Field, and, I think, Hart, and it is to be hoped they will be properly dealt with.

Though I have not taken any very decided steps to break up trade, yet I have made myself sufficiently obnoxious to dishonest parties to cause them to try and bring some odium on the Navy. Not one of the few charges brought against the Navy has had the least shadow of truth in them. The business of the gunboats has been to protect commerce passing on the river and prevent the rebels from getting munitions of war. The combinations of the Army and Treasury were too strong for us to resist, though I have in all instances seized and sent to court every article of contraband that came within our notice.

At different times since I took command here, 8,000 bales of cotton have been seized, taken from the bank, or found abandoned, or was the property of the so-called Confederate Government. In all cases of the kind, such cotton has been sent to Cairo to Captain Pennock, who receipts for it, registers it in his office, subject to the inspection of anyone, reports it with accompanying papers to the district court, and when the marshal receives it and receipts for it, our connection with the matter ceases. I think the course pursued by the Navy is the only just and proper one; at least it is fair to presume that claimants are satisfied with it, as out of about 8,000 bales not 1,000 have been condemned. There is a great deal of dishonesty about these transactions, but I don't feel interested enough in the matter to go to the trouble or expense of meddling with it.

I have reported to the Department every case where there was the least shadow of complaint against a Navy officer, but in all the complaints brought against different branches of the service, by the press or parties connected with it, you will never see the name of a naval officer mentioned. There were two or three disreputable characters out here, but I soon had them dismissed.

Now, all I ask, sir, is that you will give your hearty support to the course that will hereafter be followed by the Army and Navy in putting down illicit, or contraband traffic, and you may depend that war will end in these waters.

I don't hesitate to say that the Treasury agents have been the best friends the rebels have had, and I can bring written documents to prove that almost every Treasury man employed on the Mississippi has been engaged in traffic instead of attending to the interests of the Government.

Parties are now engaged in preparing a statement of facts for me, which I will lay before the Department when they come to hand. No doubt the course I am now pursuing will call forth the ill-will and abuse of parties accused, but I am perfectly independent of newspaper attacks, and fearless in the performance of my duties.

I enclose herewith all the orders I have issued in relation to trade, endeavoring as near as possible not to run counter to any order of the Navy Department.

I have the honor to be, very respectfully, your obedient servant,
 DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures—Newspaper clipping.]

I propose to add a few words on one of the causes which has done much to unfit and dispirit this army. I refer to the wholesale venality and corruption which prevails. It is an astounding fact that nearly every prominent commander of the army post or controller of stores and transportation is openly accused of receiving bribes for favors. Cotton is the curse of the army of the lower Mississippi. Such vast sums are ready to be lavished on this staple, that it requires an inbred integrity to resist the temptation. Quartermasters, provost-m Marshals, post commanders are all implicated. These, however, are not so bad as the Treasury agents and the detective force. If ever system was abused, the present policy of selling supplies to the rebels is, and astonishing as it may seem, the very machinery which was framed to prevent it proves its own defect. All sorts of goods in large quantities, including contraband, are going to the enemy, too often, I fear, with the knowledge of our officers. One favorite channel of the rebels is through the means of the revenue aid, who travels on all boats, who is simply a sponge through which you can filter anything by paying for it. To add to this piece of villainy, General Bowen has a large force of detectives who are mainly engaged in blackmailing innocent persons and getting large fees for permitting contraband to pass by them. Cotton dealers and travelers can testify to the annoyance of these low characters. They are a nuisance which should be abated.

GENERAL ORDER, }
 No. 2. }

CAIRO, ILL., *October 18, 1862.*

The commanders of all vessels going up and down the rivers Ohio and Mississippi will detain and examine all boats they may observe passing from one shore to the other. This rule will be observed from Louisville to Vicksburg until further orders, except at points occupied by United States troops. All persons so detained not having passes from the military and naval commanders will be brought to the commanding officer of the squadron, who will examine into the case.

All goods or merchandise, arms, ammunition, or contraband of war found in any rowboat or scow will be held by the commanding officer of any vessel and detained by him until further orders.

All boats and persons are to be strictly searched for letters. None are to be permitted to pass, and all are to be brought to headquarters. All boats found along the river banks at suspicious places will be taken possession of.

Any vessel that may be fired on by guerrillas or other persons will do all the damage in her power to the vicinity from which she was attacked in order to repress the outrageous practice of guerrilla warfare.

After the 25th of October all vessels found landing cargoes at any point below Cairo or any point between Cairo and Louisville, except at places specified in collectors' permits, or by permission from the naval commanding officer or at places occupied by United States troops will be brought to Cairo and detained until the matter is investigated.

A copy of this general order will be furnished to steamers stopping at this port.

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

GENERAL ORDER, }
No. 21. }

U. S. MISSISSIPPI SQUADRON,
Cairo, Ill., December 2, 1862.

Commanders of all vessels will not permit any commerce to be carried on at any points not occupied by United States troops, no matter what permits they may have, unless they are mine.

The commanders of vessels will carefully examine all steamers not in the employ of the Government or carrying troops, and send to me all those carrying contraband or improper merchandise. The object is to break up the carrying of anything into rebel ports.

I regret to say that vessels have been allowed to land goods between Helena and Memphis, and I hope a stricter lookout may be kept up in future.

The following vessels have been carrying contraband goods and must be examined by every vessel that meets them.

Everything in the way of military clothing is contraband; men's shoes, salt, ready-made clothing, saddles, medicines, munitions of war, and, on the whole, I think it is a good plan to pass nothing.

List of vessels reported as having been carrying contraband of war, viz, *Blue Wing, Black Hawk, J. R. Williams, Lake City, Conway.*

DAVID D. PORTER,
Rear-Admiral, Commanding Mississippi Squadron.

GENERAL ORDER, }
No. 47. }

U. S. MISSISSIPPI SQUADRON,
Yazoo River, April 15, 1863.

The commanders of all vessels in the Mississippi Squadron are directed to conform strictly to the orders of March 31, 1863, issued by the Secretary of the Treasury, regulating trade. No officer must interfere with the purchase, sale, or transportation of goods or merchandise, which shall be conducted under the regulations of the Treasury Department, by Treasury agents or other authorized officers of the Treasury Department, and any officers will give such aid in carrying out the provisions of said act and in enforcing due observance of the said regulations of the Secretary of the Treasury as can be given without manifest injury to the public service.

It is further ordered that any officer who may have in his possession any property belonging to the insurrectionary States not required for military purposes shall turn it over to a Treasury agent, taking duplicate receipts for the same. All papers, receipts, and vouchers relating to such property should be turned over to the Treasury agent, or any document showing the right to possession of such property by the individuals from whom it was taken.

No officer will take on board any cotton, tobacco, goods, or merchandise, unless necessary for military purposes or ordered to do so by me. Nor will they interfere with trade upon these rivers, unless it may be to prevent the violation of the regulations aforesaid.

Every commander will furnish himself with a copy of the regulations of the Treasury of March 31, conform strictly to them himself, and make all others under him do the same.

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

GENERAL ORDER, }
No. 50. }

U. S. MISSISSIPPI SQUADRON,
Flagship Black Hawk, April 27, 1863.

All commanding officers are ordered to assist the agents of the Treasury Department in cases where a gunboat is needed to cover a transport while taking on board abandoned property.

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

GENERAL ORDER, }
No. 109. }

U. S. MISSISSIPPI SQUADRON,
Flagship Black Hawk, October 14, 1863.

In cases where vessels of this squadron capture steamers engaged in unlawful traffic on the Mississippi and tributaries, the law governing prizes captured must be strictly complied with.

The law requires that the commanding officer shall carefully preserve all the papers and writings found on board, and transmit the whole, unmutilated, to the judge of the district where the prize is ordered to proceed, with all the necessary witnesses, and a report of all the circumstances attending the capture, etc. See section 5 of article approved July 17, 1862.

If a vessel on the river engaged in mercantile pursuits is seized for violation of any existing Treasury laws or regulations, the same course must be pursued as in the capture of any enemy's vessel.

In case this rule is not followed, the captain will become responsible for the unlawful detention of the vessel.

If a vessel is not seized and sent into port of the district of a loyal State, she must not be detained at all longer than necessary to examine her papers, nor must she be turned over to the Army, with which the Navy has nothing to do in such transactions; nor must the commander who makes the seizure compel the captain or owners to give bonds to deliver themselves up, no such bonds being legal.

No vessel must be interfered with in any way when a naval commander finds a revenue aid on board, unless said vessel is engaged

in landing munitions of war or is trading in a district prohibited by the military orders, or within the enemy's lines.

The officers commanding divisions are instructed to give aid and protection to all legitimate trade and have the orders of the Treasury Department respected by the vessels under their immediate command.

The want of attention to those printed regulations complicates the duties of this squadron, and gives the Navy Department much unnecessary trouble in answering applications from interested parties.

DAVID D. PORTER,
Rear-Admiral, Commanding Mississippi Squadron.

GENERAL ORDER, }
No. 111. }

U. S. MISSISSIPPI SQUADRON,
Flagship Black Hawk, October 17, 1863.

By the new Treasury order military officers commanding posts are authorized to endorse permits for taking out cotton, and officers of districts will also endorse for any persons in whom they have confidence, or where the gunboats can protect the vessels.

Vessels loaded with cotton will be permitted to proceed to New Orleans, and officers on the gunboats are not to board steamers bound up or down, unless they wish to put on board dispatches, and every steamer boarded must be reported to me, and the reasons given for boarding her.

It is desired by the Government to protect the trade where cotton belongs to loyal persons, and the gunboats must give their protection whenever they can do so. When a gunboat has given the protection required, and the cotton is on board, the commander will endorse on the receipt "All correct," with his name signed, which will be sufficient pass for the steamer.

The order of a commander of a military post or district will be sufficient if there is no revenue aid on board.

Generals Grant's and Banks' orders will, at all times, entitle the persons taking cotton to the protection of gunboats without any further orders from me, unless there is an attempt to violate the orders of the Secretary of the Treasury by landing goods of a suspicious character, when the officer commanding the division must exercise his judgment with as little inconvenience to the steamers as possible.

DAVID D. PORTER,
Rear-Admiral, Commanding Mississippi Squadron.

GENERAL ORDER, }
No. 197. }

U. S. MISSISSIPPI SQUADRON,
FLAGSHIP BLACK HAWK,
Off Mouth Red River, May 20, 1864.

The late order of the Secretary of the Treasury permits persons to bring cotton from within the lines of the enemy, but does not give permission to land more than a limited quantity of family supplies. All officers are directed not to interfere with the cotton trade, but to afford protection to vessels getting it off.

No vessels will, however, be sent up any river, bayou, or creek for the purpose of aiding any cotton dealers, who, if they land in such places, do it at their own risk.

All that will be required of commanders will be to see that no articles, contraband of war, are landed and that steamers do not carry persons away from landing places without permits or passes, either from naval officers or from military commanders.

DAVID D. PORTER,
Rear-Admiral, Commanding Mississippi Squadron.

GENERAL ORDER, }
No. 198. }

[MAY 20, 1864.]

Major-General E. R. S. Canby has been ordered to command the troops in the Department of the Gulf and from Cairo to Red River, and all officers under my command will cooperate zealously with him, give him all information with regard to the movements of the enemy, and call upon him at any time for assistance.

DAVID D. PORTER,
Rear-Admiral, Commanding Mississippi Squadron.

GENERAL ORDER. }
No. 209. }

U. S. MISSISSIPPI SQUADRON,
FLAGSHIP BLACK HAWK,
Mound City, Ill., May 31, 1864.

General Washburn has issued the following order in relation to the illicit trade in this river, which has so long been tolerated and fostered by officers commanding military posts and Treasury agents, and by which the war on the border of the Mississippi River has been much prolonged:

GENERAL ORDERS, }
No. 4. }

HEADQUARTERS DIVISION OF WEST TENNESSEE,
Memphis, Tenn., May 14, 1864.

The abuses existing on the Mississippi River render the interference of the military power imperative. Boats have cleared almost daily from Memphis with clearances for any landing place they may choose, and that without any further restriction than a clause in their clearance that they will not violate the law of the United States. Boats thus cleared, loaded to the guards with a variety of merchandise, proceed down the river, sometimes landing on the shore, sometimes rounding to and anchoring out, and communicating with the shore in small boats. They open trade with all classes of people except loyal ones. They negotiate with rebel chieftains and guerrillas for the bringing in of cotton and taking out supplies. They invite rebel officers and soldiers on board and drink and hobnob together.

Some boats, I am assured, have been out forty or fifty days from their clearance from Memphis, replenishing their supplies from time to time from other boats proceeding up or down the river; running into every creek, bayou, and lagoon where Confederate trade can be carried on. Even the farce of landing under the guns of a gunboat is seldom complied with. The revenue aids on board of each, with very few exceptions, are known to be of bad character, and many of them are proven to be in complicity with persons engaged in contraband trade. One arrested yesterday is known to be a Confederate soldier belonging to a regiment in Arkansas, and is now in the Irving Block; another, when the boat was overhauled, upon which he was aid, took the precaution to throw his valise overboard, thus destroying the evidence of his crime.

It is therefore ordered that no boat shall land between Cairo and the mouth of the White River, except where there is a garrison of United States troops.

They will not be allowed to land in skiffs or small boats, nor will they be allowed to land supplies at any military point named above, except for the use of the United States troops and such persons as are residing within the Federal lines, without special permits in each case from these headquarters.

The ram *Monarch* will proceed to-morrow morning at 6 o'clock down the Mississippi River and arrest every trading boat found between Memphis and White River. All passengers on board, who are women and children, or all persons not liable to conscription by the laws of the Confederate States, will be put ashore at the first landing, together with any effects they may have; and parties liable to conscription are presumed to be in the rebel Army, and will be brought as prisoners of war to this city. The commander of the ram *Monarch* will send each boat to this city under guard, which will be furnished by Brigadier-General Buckland, and no boats will be allowed to land except at Helena on the way up.

By order of Major-General C. C. Washburn:

W. H. MORGAN,
Assistant Adjutant-General.

I agree fully with General Washburn in all he says, and am glad to see that at last there may be some hopes of destroying the system of trade with the rebels, which, if continued, this war must be carried on indefinitely.

General Washburn speaks in his general order of the "farce of landing goods under the surveillance of the gunboats." If there has been such a "farce" enacted, it has been contrary to my orders, as the gunboats have been directed to examine every article that went on shore, to prevent the landing of contraband of war; for while Army officers, commanding posts, endorsed permits of Treasury agents for supplies, sufficient in amount to keep a large rebel army, the Navy could do no more than see that these supplies were not contraband and seize them where they were. I trust there will be no more farces, and it is ordered that no gunboat permit any supplies of a private nature, and not exclusively for the public service, to be landed anywhere on the river except at military posts. Let due notice be given to all boats going up and down the river, and let the commander of each district see that all boats are furnished with a copy of this order.

The commanders of districts will permit no interference or seizure of vessels within the limits of my command for illicit traffic, by other than naval vessels. They will cooperate with commanders of military posts to the best of their ability in putting down the contraband traffic, which is becoming more formidable daily.

No organization of vessels other than purely naval will be permitted to regulate the affairs properly coming under my jurisdiction, and if any vessel or vessels so organized should persist in interfering with the duties devolving on the Navy, commanders of districts will use all the force they have to arrest such vessels.

DAVID D. PORTER,
Rear-Admiral, Commanding Mississippi Squadron.

A.

Between the 1st and 8th of April, 1864, Mr. Mansfield, of the firm of Mansfield, Lovell & Co., New Orleans (and some others), shipped some \$30,000 worth of provisions, dry goods, etc., by steamer *Empire Parish* to Lobdell's Landing, West Baton Rouge, some 14 miles above

East Baton Rouge, outside the Federal lines, for no other purpose than to supply residents of the Confederacy, thereby realizing a handsome profit on the investment. Soon after the goods were landed as above, Brigadier-General P. St. George Cooke dispatched Colonel F. A. Boardman, of the Fourth Wisconsin Cavalry, to look after the goods. He thought proper to seize them, supposing the commander of the department would not be guilty of supplying the enemy with clothing or subsistence. They were brought to East Baton Rouge by Colonel Boardman's order.

When Provost-Marshal-General Bowen was notified of the fact, it was ascertained that these goods had been allowed to land at Lobdell's by permission of Major-General Banks, the permit for the goods bearing his signature, as well as that of Provost-Marshal-General Bowen and two other officials, whose names I do not recollect.

As soon as notified of the seizure, General Bowen immediately ordered the release of the goods and allowed them to be taken back to the place of seizure, in the very heart of the Confederacy, to subsist the enemy upon, which is now so stubbornly opposing our advance.

The above is but one instance of the many favors shown the enemy by high officials in this department.

B.

U. S. MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK, *Cairo, November 11, 1863.*

SIR: Your communication of November 6, to Captain Pattison, has been forwarded to me and gives me an opportunity of saying what I think would be best for the public service.

To General Grant and myself was first submitted a plan for the introduction of trade on these waters, and we both approved it, the regulations to take effect within the limits not forbidden by the military regulations.

So many regulations have been issued from time to time that, to avoid interfering with the regulations of the Secretary of the Treasury and to conform to the orders of the Secretary of the Navy, I forbade the officers under my command interfering in any way with trade, except in cases where munitions of war were being landed.

I found the permits so obscure that in few instances could a vessel have passed an examination according to the customs prescribed in maritime ports, with which customs and forms I am very familiar. In all cases they have been allowed to land so many packages without saying what the packages contained, and, for aught I know, they may have contained—and no doubt in many cases did contain—powder, for I see by an admission of a Mr. Alexander, in the St. Louis papers, that a permit was given for powder in Chicago when it would not be allowed in St. Louis.

You can not have failed to perceive that the banks of the Mississippi are lately infested with guerrillas, who, I am informed, come there for no other purpose than to obtain supplies with which to carry on the war.

The manifests produced by most of the vessels examined amount to nothing; addition can be made to them by anyone who chooses to do so.

The manifest should be made out on a separate sheet of paper, with proper heading, and be signed and sealed by the collector, whereas now the clearance is merely pasted on to a separate manifest which is in a dozen different handwritings.

Every bill of sale should be approved by the custom-house authorities, which is not done. I am confident that more than two-thirds of the vessels clearing with permits to trade are carrying on illicit traffic, and the war will be postponed indefinitely while this thing lasts. We have not only to fight the rebels, but we have to fight against these dishonest traders. Two of them, the *Lilly Martin* and tug *Sweden* were seized and sent up to me the other day, but I had to let them go, as they had covered things up pretty well; they were both speculators, and one had a Government aid on board. If the rebels ever get hold of one of these steamers they will capture and burn half a dozen. The only way I can see is for the Treasury agents to put in the clearance for all vessels "to land under cover of a gunboat, and the vessel and cargo to be forfeited if this rule is not complied with."

The gunboats also to overhaul all cargo that is landed and examine it, and to seize the vessel if her cargo does not correspond with the manifest and bills of lading.

I do not see myself how any general can carry on operations while at any moment the rebels can be transported from one side of the river to the other, which I have reason to think has been done on more than one occasion, for large bodies of men have been known to cross the Mississippi in one night, notwithstanding the vigilance of the gunboats; this could only be done by steamers.

I will seize hereafter every vessel that attempts to trade except under the guard of a gunboat.

Now comes another question: How far are the people allowed to trade in cotton? My idea is that speculators have no business meddling with the trade, but that planters should be allowed to ship their cotton. None but dishonest men will engage in this restricted trade anyhow, and do so for the profits they will make in cotton.

It is well known that cotton can not be got out without the connivance of guerrillas, who are paid whatever they choose to demand. I do not want the officers under my command to become excise officers, but the safety and interests of the operations now going on demand that some steps be taken to arrest the wholesale dishonesty which is being practiced. As to the commerce, it is doing the country no good and only benefiting the rebels, and I think the sooner they all starve to death the better it will be.

If there are Union people among them, I would help them; but not a man of doubtful loyalty would I give any assistance to. They should all be made to come to the North and get their supplies; they could then see for themselves our prosperity and judge how useless it is for them to hope for success in the villainous war they have commenced. The comparison between the North and the South which they would witness in their visit to that part of the Union would not be very flattering to their pride, and they could see that the stories told about the grass growing in our streets are all fabrications.

I know of but one way to carry on war, and that is to deprive these people of every hope of comfort and means of living until they go down on their knees and beg for mercy. As to the cotton, I would

like to see it all burned, for it has led to nothing but dishonesty during this war.

The rebels were lately so short of powder that they could not get any to fire on our boats with, and now they are crowding into the banks by hundreds. Whisky and powder are the main inducements.

Will you please inform me how far down vessels receive permits to trade, and whether vessels going below Memphis and clearing from St. Louis or other places above have to stop at Memphis to have their bills of lading viséed? Will you also send me forms of bills of lading, manifests, and clearances, and I will have a lot struck off for the guidance of the commanders, etc., or if you will send me 100 of each it will save time. I can thus supply each vessel. Your signature and that of the other officers would be desirable, so that our officers would know them.

With a uniform system, the smuggling can be broken up; but the best place to do it is at Memphis; detectives there could stop a great deal of it. Please let me hear from you as soon as possible, for I may be away up the Tennessee.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

THOS. H. YEATMAN, Esq.,
Special Agent of Treasury, Memphis, Tenn.

Letter from Major-General Sickles, U. S. Army, to the President of the United States, urging the interdiction of trade.

U. S. GUNBOAT FAIRY,
Off Memphis, Tenn., May 31, 1864.

SIR: I deem it of importance to report to you the real character of the trade with the enemy which is carried on in the neighborhood of our lines. In the way it has been conducted immense supplies go to the enemy and help to sustain a hostile population. The removal of restrictions upon trade in Kentucky, Missouri, and West Virginia opened an extensive frontier, through which the enemy are supplied. The raid of Forrest upon Paducah and Fort Pillow, it is believed, was undertaken in part to enable him to secure large quantities of goods which had been accumulated by arrangement through disloyal agencies at points within our lines along his line of march. At Memphis, before the recent suspension of trade by General Washburn, goods to the amount of half a million a week went through our lines, sold for currency or exchanged for cotton. Boats loaded with supplies have had almost unrestricted opportunities for trade on the Mississippi and some of its navigable tributaries, stopping anywhere along the river and dealing with anybody. It is intimated that Memphis has heretofore been so reliable and constant a source of rebel supplies as to secure for it a comparative exemption from attack by the enemy. I give you in these statements a summary of what I have learned from loyal citizens of high character and officers of the naval and military service. Admiral Porter, Commander Pattison, commanding officers in the Armies of the Tennessee and

Cumberland; Generals Washburn, Prince, and others on the Mississippi, bear concurrent testimony to the same effect.

The orders issued recently by General Washburn will arrest the evil in his district, but to be effectual the policy should be general and not dependent upon the initiative of the local commander. I would respectfully recommend that all trade with persons beyond our lines be interdicted, and that commanding officers of squadrons and military districts be held responsible for the enforcement of the prohibition. It may be urged that some loyal people beyond our lines will suffer, but a hundredfold more of the loyal people within our lines suffer in the vital injury done to our cause by a concession which benefits a hundred rebels where it relieves one Union man. I can not too earnestly solicit the attention of the Government to this subject. The effect upon our Army and Navy can not be otherwise than injurious when they see a vast trade carried on with our enemies. This intercourse enriches a mercenary horde, who follow in the rear of our forces, corrupting by the worst temptations those in authority, giving aid and comfort to the enemy, and relieving that extreme destitution of the insurgent population which would otherwise operate as a powerful inducement toward the restoration of tranquility and order. I am now on my way to Little Rock, by way of White River, and expect to reach New Orleans on or about the 15th of next month.

Very respectfully,

D. E. SICKLES,
Major-General.

His Excellency the PRESIDENT.

Order of the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, regarding the change of name of one of the vessels of his command.

NAVY DEPARTMENT, June 1, 1864.

SIR: Agreeably to your request of the 17th ultimo, the department authorizes you to change the name of the *Maria* to the *Fairy*, instead of to the *Antelope*, as directed in its letter of May 9.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Order of Lieutenant-Commander Breese, U. S. Navy, to Engineer Magers, U. S. Navy, to take passage on the U. S. S. Antelope to his station.

U. S. S. BLACK HAWK, June 1, 1864.

SIR: By direction of Admiral Porter you have permission to wait here until the *Antelope* is ready to go down the river, when you will take passage on her to join your vessel.

Respectfully, etc.,

K. R. BREESE,
Lieutenant-Commander, Commanding.

Acting First Assistant Engineer F. M. MAGERS, U. S. NAVY.

Report of Acting Master Marshall, U. S. Navy, regarding the need of additional force.

U. S. GUNBOAT [NEW ERA] No. 7,
Off Plum Point, Tenn., June 1, 1864.

SIR: I find it my duty to report to you that the guerrillas are growing too thick here for one boat to handle. The steamer *C. E. Hillman* reported to me this evening that she was fired into at Barfield Point, on the Arkansas shore, by not less than 100 men, which I judge to be Adams' command, as they left Osceola yesterday morning and proceeded up in that direction. Steamer *C. E. Hillman* also reports being fired into again at the head of Island No. 30, Tennessee shore, by some ten or dozen men. I am creditably informed that as soon as Adams left Osceola there was another gang came in, but who or what they are I have not been able to ascertain. I am now lying here guarding the towboat *Bigley*, with barges of Navy coal. To-morrow morning I shall look after those above.

I am, very respectfully, your obedient servant,

JAS. MARSHALL,
Acting Master, Commanding.

Lieutenant-Commander JOHN G. MITCHELL,
Commanding Eighth District, Mississippi Squadron.

Engagement of the U. S. S. Exchange with batteries at Columbia, Ark., June 1, 1864.

Report of Lieutenant-Commander Owen, U. S. Navy, commanding Sixth District.

U. S. S. LOUISVILLE,
Off Columbia, Ark., June 5, 1864.

SIR: I herewith forward the report of Acting Master Gipson, commanding the *Exchange*, with accompanying reports of engineer, doctor, and gunner, of an engagement with rebel batteries at this place on the 1st instant. The *Exchange* was pretty badly cut up, but with the exception of working her engines at full stroke, she is all ready and in order for service. Captain Gipson was quite severely wounded and is slowly recovering. The *Exchange* is now left with but two line officers (excepting the captain). I have not yet allowed the *Exchange* to join her district, as she was and is yet required in this district.

I am, sir, very respectfully, your obedient servant.

E. K. OWEN,
Lieutenant-Commander, Commanding Sixth District.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Rear-Admiral Porter, U. S. Navy, transmitting report of Acting Master Gipson, U. S. Navy, commanding U. S. S. Exchange.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, June 16, 1864.

SIR: I have the honor to enclose herewith a copy of a report of Acting Master J. C. Gipson, commanding the U. S. S. *Exchange*,

giving a detailed account of a quite severe attack made upon that vessel by a masked rebel battery, consisting of 6 12-pounder shell guns, 2 12-pounder rifle, and 1 10-pounder rifle, on the 1st instant, while passing Columbia, Ark.

In the engagement that followed, lasting forty-five minutes, the *Exchange* was struck 35 times, eight shot piercing her hull. One shot went through her pilot house, wounding Captain Gipson severely in the head and hip, and one striking her port engine rendered the vessel difficult to manage, but by great exertion of the officers and crew she was finally got out of range of the enemy's guns, pretty badly damaged.

It appears from the report that all behaved in a gallant manner during the engagement, though fighting under great disadvantages.

I beg leave to enclose the surgeon's list of casualties.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. S. EXCHANGE,
Off Point Chicot, Mississippi River, June 5, 1864.

SIR: I have the honor to report that while passing Columbia, Ark., the rebels opened a masked battery, consisting of 9 guns, on this vessel.

The battery was divided into two sections, planted about 200 yards apart behind the levee. The lower section consisted of 6 guns—3 12-pounder shell and 2 12-pounder rifle and 1 10-pounder ditto; the upper section consisted of 1 18-pounder rifle, 1 12-pounder shell, and 1 6-pounder fieldpiece.

They waited until I had passed by the lower battery, when they opened a destructive cross fire. As I had just rounded a point of a sand bar, I could not back down, consequently there was no other alternative but run by the upper battery if possible. I gave the pilot orders to go up the river and pass by the upper batteries, and I opened my port broadside guns, replying to theirs; but unfortunately the port engine was struck and disabled, causing her to work very slow, keeping us under fire about forty-five minutes.

I had barely got out of range of their guns when the engine stopped entirely, in consequence of the port hogchain being shot away. The engineer told me he could not work the engines until he unshipped the port pitman. I immediately let go the anchor. The engineers, who worked like horses, were not long in getting the engine fixed so we could work out of reach of the enemy with one engine, expecting every moment they would move their battery above us and open again; but we succeeded in getting out, although pretty badly damaged. The vessel was pierced with 35 shots, 8 of that number entering the hull just above water line, 5 passing through the casemate and bursting in the coal bunkers alongside the boilers. One shot entered the port shell locker, turning the shell upside down, fortunately not reaching some percussion shell that was stowed there; one shot passed through the pilot house, wounding myself, knocking

me senseless for ten or fifteen minutes by a severe wound in the head; several of the crew were slightly wounded, 1 killed.

I can only add that it gives me pleasure to bear testimony to the good conduct of the officers and crew, who worked their guns with unflinching courage under a most galling fire. Enclosed please find reports of engineer, surgeon, and gunner.

I am, sir, respectfully, your obedient servant,

JAS. C. GIPSON,
Acting Master Commanding.

Lieutenant-Commander E. K. OWEN,
Commanding Sixth District Mississippi Squadron.

[Subenclosure.]

U. S. S. EXCHANGE, *June 5, 1864.*

SIR: I have the honor to report the following list of casualties occurring on board this vessel during the engagement below Columbia, June 1, 1864:

Killed.—Patrick Donahue, seaman.

Wounded.—James C. Gipson, acting master, contused wound in the left temple (serious) and in left shoulder and hip. G. T. Miller, acting master's mate, arm and foot, fracturing some of the small bones.

Very respectfully,

ED. M. GOODWIN,
Acting Assistant Surgeon, U. S. Navy.

Acting Master J. C. GIPSON,
Commanding U. S. S. Exchange.

Engagement of the U. S. S. Louisville with batteries at Columbia, Ark., June 2, 1864.

Reports of Lieutenant-Commander Owen, U. S. Navy.

U. S. S. LOUISVILLE,
Four miles below Columbia, [Ark.], June 2, 1864.

SIR: I have the honor to make the following report:

General Ellet informing me that there was a heavy battery near Columbia, and that the *Missouri* (transport) was to be convoyed past it, I got underway from Island [No.] 84 early this morning for that purpose and to see the condition of affairs in this neighborhood (though I had been as high as Gaines Landing only a few days since). Whilst on our way up, the *W. R. Arthur* was overtaking us. I stopped for her and convoyed her, or partially so, by Sunnyside, where rebel sharpshooters are thick. When I reached Greenville, I found that General Ellet had sent two of his boats to convoy the *Missouri* and to return with the *Henry Ames*, laden with commissary and quartermasters' stores. I then had the *Arthur* only to look out for. I had her to take me in tow and proceed up the river. As we approached the lower outskirts of Columbia I shelled the banks, hoping to get a reply and find their batteries. No response was made to our firing until we got abreast of their middle battery, when

they opened on us with 9 pieces of different caliber. It was difficult to get our lines loose from the *Arthur*, consequently kept under fire some time, with no advantage to us. As soon as I got clear of her, I rounded and soon made them stop firing at us. I fear the *Arthur* met with many * * * as she is a fine boat and the enemy desired to destroy her. We were struck in the main portion of the vessel but 10 times, and had but 5 men seriously hurt. The *Arthur*, in leaving us, tore off our starboard nosing and the first shear plank below it. The enemy's 6-pounders go through us easily. We picked up a 12 or 18-pounder, Bormann fuze, shrapnel, portions of a 12-pounder rifle and 20-pounder Parrott, Schenkle fuze, and a solid 6-pounder shot. We were pretty well cut with Minié balls, but no one was injured from them. The strength of the enemy in the neighborhood is undoubtedly great, and nothing but a military expedition can clear the banks. We can convoy boats every day with the usual loss of men and injury to boats, as the river is now, but it is falling rapidly, and vessels are of necessity being driven close under the enemy's guns.

I am, sir, very respectfully, your obedient servant,

E. K. OWEN,

Lieutenant-Commander, Commanding Sixth District.

Rear-Admiral D. D. PORTER.

U. S. S. LOUISVILLE,

Off Point Chicot, Ark., June 4, 1864.

SIR: In my communication of the 2d instant I mentioned we had silenced the enemy's batteries at Columbia. Late in the afternoon of that day they opened again on some of the Ram Fleet, convoying the *Henry Ames*. I was on my way up at the time to assist in passing the convoy by. On reaching the enemy's position I shelled it at short range, and no reply. It being 8 p. m., and dark, I dropped down to my anchorage. Yesterday I returned again to where the batteries were stationed and found none there. Where they have gone I have not yet learned. I have sent the *Exchange* down the river to hunt them, and the *Romeo* and *Marmora* up for the same purpose.

I am, sir, very respectfully, your obedient servant,

E. K. OWEN,

Lieutenant-Commander, Commanding Sixth District.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Abstract from record of events on return of the Military Division of West Mississippi for June, 1864.

June 2.—Steamer *Adams* and ram *Monarch* convoyed transport *Missouri* from Greenville, Miss., to Gaines Landing; passed rebel battery of six guns at Columbia, Ark., and returned with transport *Henry Ames*, downward bound; passed same battery. The transport, being lashed outside the *Adams*, received no injury, while she was struck by shot and shell 28 times, and had 3 men killed and 1 mortally wounded.

Report of Lieutenant-Commander Owen, U. S. Navy, regarding operations in vicinity of Columbia and Sunnyside Landing, Ark., June 2-8, 1864.

U. S. S. LOUISVILLE,
Off Skipwith's Landing, June 19, 1864.

SIR: I have the honor to acknowledge the receipt of your communication of the 11th instant. I sent for the *Prairie Bird*, and had her here while I was up the river at Columbia. I left here on the 1st, arrived at Columbia on the 2d, and engaged the enemy's battery and silenced them. On the 12th returned to this place from Columbia, the enemy having gone into the country on the 2d, and not returning to the river in the interval. General Slocum was informed of the force on the river, and General A. J. Smith was ordered to drive them away. He landed at Sunnyside on the 5th. That day and the 6th had light fighting with the enemy. On the 7th embarked, and on the 8th went up the river.

I am, sir, very respectfully, your obedient servant,
E. K. OWEN,

Lieutenant-Commander, Commanding Sixth District.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Greer, U. S. Navy, transmitting papers and drawings in regard to the launching and reconstruction of the U. S. S. Indianola, prepared by Acting Volunteer Lieutenant Laning, U. S. Navy.

U. S. S. BENTON,
Off Natchez, June 2, 1864.

SIR: I have the honor to forward with this, the papers and drawings in regard to the launching and reconstruction of the U. S. S. *Indianola*, prepared in accordance with your instructions by Acting Volunteer Lieutenant James Laning, commanding *Rattler*.

I have respectfully to request that should the designs meet with your approval, that Captain Laning may be permitted to go to Cairo in the *New National*, in order to explain them, and, if necessary, to look around and see what the facilities are for making the articles needed.

I make this request, as Captain Laning is anxious, should the plans be adopted and he be intrusted with their execution, to see things started before he goes on leave, which he expects to receive about the 10th of July.

I can not close this without paying a tribute to the worth and sterling qualities Captain Laning possesses as an officer.

Very respectfully, your obedient servant,
JAS. A. GREER,

Lieut. Comdr., Comdg. Benton and 5th Dist. Miss. Squadron.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Fitch, U. S. Navy, regarding engagement of the U. S. S. Springfield with guerrillas at Shelley Island, June 3, 1864.

U. S. S. MOOSE,
Cumberland River, June 10, 1864.

SIR: I send to Mound City four horses captured from a guerrilla party on the 3d instant by Acting Master Joseph Watson, commanding U. S. S. *Springfield*.

Acting Master Watson was coming down the Cumberland River on the day above mentioned, when he fell in with a squad of guerrillas in the act of fording to the west side of the river at Shelley Island, about 50 miles above the mouth. Captain Watson at once opened fire on them, and so well directed was the aim that two of the party left their horses in the water and fled; two more were across on the west bank, but the shell came so near them as to cut down trees across the road which obstructed it, and they also made their escape through the thicket on foot.

The landing party was called away and secured the four horses, a few pounds of horseshoe nails, and a contraband blacksmith, whom the guerrillas had impressed from Mr. Hillman to shoe rebel horses.

There were but 7 guerrillas; they had with them 8 horses, 4 of which they got off.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieut. Commander, Commanding 10th Dist. Miss. Squadron.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Mound City, Ill.

Report of Acting Master Watson, U. S. Navy, commanding U. S. S. Springfield, regarding engagement with guerrillas at Shelley Island, June 3, 1864.

U. S. S. SPRINGFIELD,
Off Smithland, Ky., June 4, 1864.

SIR: I have the honor to report that on the morning of the 2d instant I learned that the U. S. S. *Victory* was at Canton and only 3 feet water in the river at that place and falling fast. I proceeded immediately up the river to order her below Ingram's Shoals. I arrived at Canton on the 3d instant at 7 a. m., and left for Smithland at 10:30. On arriving at Shelley Island I found a squad of guerrillas, under command of Colonel Buckner, crossing over to the south side of the [Cumberland] River. I opened fire on him, and so well directed was it that he fled panic-stricken for the woods, throwing away his baggage. I sent an armed boat ashore under command of Acting Master's Mate David Pulman and captured part of his baggage and four horses. I have the horses now at Smithland.

Very respectfully, your obedient servant,

JOS. WATSON,
Acting Master, Commanding.

Lieutenant-Commander LE ROY FITCH,
Commanding Tenth District, Mississippi Squadron.

Report of Acting Ensign Harris, U. S. Navy, regarding boat expedition from the U. S. S. Chickasaw, off Morgan Bend, La., and engagement with Confederate force on shore.

U. S. S. CHICKASAW,
Off Morgan Bend, June 3, 1864.

SIR: In obedience to your orders, I beg leave to make the following report:

At 4:35 a. m. the launch was manned with an armed crew of 14 men, the paymaster, gunner, and myself in charge of the boat with 2 men, while Gunner McDonald with 12 men, thrown out as pickets 20 paces apart for about 200 yards from the boat, to procure beef for the ship's company. They returned in about a half hour. Mr. McDonald reported 2 men missing. We waited fifteen minutes, expecting them to return, when we heard three reports of musketry at our left. Directly after we saw about 40 or 50 mounted rebels in full charge toward us. We succeeded in reaching and backing the launch out into the river with four oars, the balance of the crew firing upon them. Mr. Bissell, the paymaster, was wounded in the right foot; the launch was pierced five times. Two of the crew, Smith and Trenaman, are missing and are supposed to have deserted.

Very respectfully, your obedient servant,

J. LOUIS HARRIS,
Acting Ensign

Captain JAMES FITZPATRICK,
Acting Master, Commanding.

Report of Gunner McDonald, U. S. Navy, regarding boat expedition from the U. S. S. Chickasaw, and resulting engagement off Morgan Bend, La.

U. S. S. CHICKASAW,
Off Morgan Bend, June 3, 1864.

SIR: In obedience to your orders, I beg leave to make the following report:

That at 4:35 a. m. the launch was manned with an armed crew of 14 men, the paymaster, Mr. Bissell, Acting Ensign Harris, and myself in charge of the boat, to go on shore to procure beef for ship's company. We landed about 1,000 yards from the ship in direct range of our guns. Twelve men were landed and deployed about 20 paces apart, 200 yards from the shore, in sight of the boat, in hailing distance. There were some cattle directly in front of us, but, perceiving us, they fled to the woods out of sight. I gave orders to the men not to follow them. Two of the men, named George J. Trenaman and James Smith, started in full run in direction of the woods. I hailed them, but they did not heed it. I waited fifteen minutes for them to return, but, not coming, I returned in direction of the boat. When within 50 or 60 yards of the boat we heard three reports of musketry, and at the same time the rebels, 40 or 50 in number, all mounted, made their appearance in our front in full charge for us. Their design was to cut us off from our launch, which we successfully foiled by getting between them and the boat while they were dis-

mounting, and confusing them by a well-directed volley. We succeeded in backing the boat out from the shore with four oars, the balance of the crew keeping up the fire, which was well directed. Three men were seen to fall from the effect. Our loss was none killed. The paymaster, Mr. Bissell, was slightly wounded in the right foot. Although the boat was pierced several times, the crew behaved well and fought bravely. By disobedience of orders on the part of Trenaman and Smith we had every reason to think that they deserted to the enemy.

Very respectfully, your obedient servant,

JOHN A. McDONALD,
Gunner, U. S. Navy.

Acting Master JAMES FITZPATRICK,
Commanding.

Report of Acting Volunteer Lieutenant Flye, U. S. Navy, commanding U. S. S. Osage, regarding the grounding of that vessel on Helena Bar.

U. S. S. OSAGE,
Helena Bar, Mississippi River, June 3, 1864.

SIR: I had the honor to submit to you a report of the effort which I made on the 29th ultimo to get this vessel off this bar.

I have now to inform you that since then the river has fallen upwards of 5 feet, and that the ship is now high and dry, with acres of bare sand all around her. At the date of my last report, the depths of water alongside indicated that the whole weight of the vessel rested on a knoll of hard sand amidships, while at each end there was nearly enough water to float her; that, as a consequence of this, she was badly strained; that her bow and stern had dropped at least 6 inches, and that her fore-and-aft bulkhead had broken in two abreast the fireroom. As the water has fallen, this strain amidships has increased, the bow and stern have settled still more, the fore-and-aft bulkheads have broken in two from top to bottom, separating about 4 inches at the top. Her outside plating (the hull) has broken on the starboard side as far down as the lower plate, which forms the knuckle of the bilge. The headings of the plates on the port side have separated. She has started her iron decks, splitting the beams to which the deck plating was bolted. Of course a vessel can not drop so much at each end without tearing in pieces her frame amidships. I am not sure that we should be able to keep the ship afloat, even if there was water enough to get her off the bar.

If there should be no rise of water in June, it is my opinion that it would be good policy to send a gang of mechanics down here, to block up and straighten the vessel and prepare her for the time when she can come off.

I should be pleased to have the aid and advice of some experienced officer under your command.

Very respectfully, your obedient servant,

WILLIAM FLYE,
Acting Volunteer Lieutenant, Commanding.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Letter from Major-General Canby, U. S. Army, to Rear-Admiral Porter, U. S. Navy, offering cooperation to prevent interruption of navigation in the Mississippi.

HDQRS. MILITARY DIVISION OF WEST MISSISSIPPI,
Vicksburg, Miss., June 3, 1864.

ADMIRAL: I have ordered reserves of troops and of water transportation to be held in readiness at different points on the Mississippi, for the purpose of operating against any rebel force that may attempt to interrupt the navigation of the river. If you will direct naval commanders to give early notice of any movements of this kind to the commanders of military districts, a sufficient military force can be sent at once to cooperate with the gunboats in destroying or driving off the rebels.

I have the honor to be, very respectfully,

ED. R. S. CANBY,
Major-General, Commanding.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Report of Lieutenant-Commander Mitchell, U. S. Navy, requesting the services of a vessel in place of U. S. S. Osage, hopelessly aground.

U. S. S. CARONDELET,
Memphis, Tenn., June 3, 1864.

SIR: The river has commenced falling and is falling rapidly. From all appearances there will be no probability of U. S. S. *Osage* getting off this summer.

I respectfully request that some light-draft or other vessel may be sent to take her place in the division, as the guerrillas are getting to be very troublesome, firing at transports from various points all the way from Island No. 16 to Osceola Landing. Not a steamer arrives here from Cairo but what has been fired upon by gangs numbering from 12 to 100 men. If you can not spare me any vessels, I shall have to patrol the river with this vessel, as soon as the calkers get her upper works tight enough to keep the rain out.

I herewith enclose a letter * from Acting Master James Marshall, of U. S. S. *No. 7* [*New Era*], also a general order from the rebel, Acting Brigadier-General C. W. Adams.

I am, sir, very respectfully, your obedient servant,

JOHN G. MITCHELL,
Lieutenant-Commander, Comdg. 8th Dist. Miss. Squadron.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

* See p. 353.

[Enclosure.]

GENERAL ORDER, } HDQRS. NORTHERN SUBDISTRICT OF ARKANSAS,
 No. 8. } *May 21, 1864.*

I. It is a painful fact that there are now within this subdistrict many families without bread. Supplies for the future must be provided.

It is therefore ordered that all persons engaged in agricultural pursuits within this subdistrict and who are planting cotton, shall plant at least two-thirds of the ground cultivated by them in corn; in no case shall the ground cultivated in cotton exceed the one-half of the amount cultivated in corn.

II. Persons engaged in agricultural pursuits are required to furnish supplies for the use of troops and to meet such exigencies as may arise in proportion to the ratio of cultivation above prescribed.

III. The acting brigadier-general commanding this subdistrict most earnestly invokes the cheerful and hearty cooperation of all good citizens in this attempt to prepare for the welfare and future defense of themselves and their country, and hopes that by yielding their ready obedience to this order all compulsory measures may be rendered unnecessary.

IV. The hiring of negroes under contract with the enemy is prohibited; all such negroes will be held subject to orders from these headquarters, and those who have done or shall do this will be held responsible therefor.

By order of Acting Brigadier-General C. W. ADAMS:

P. R. CARRINGTON,
Acting Assistant Adjutant-General.

[Endorsement.]

Sent enclosed to me without any explanation by Acting Master Marshall, commanding *New Era*. Copy retained.

JOHN G. MITCHELL,
Lieutenant-Commander, Commanding 8th Dist. Miss. Squadron.

[Telegram.]

PADUCAH, *June 4, 1864.*

I arrived at 1 this a. m. from the Tennessee River. All very quiet. Reports say that Cornith, Miss., is held by 300 of the rebels, and that Forrest and the rest of the command have gone south. There are several small parties of the enemy roving about in west Tennessee and Kentucky.

JAMES W. SHIRK.

Rear-Admiral D. D. PORTER,
Mound City.

Report of Rear-Admiral Porter, U. S. Navy, regarding proposed leave of absence.

No. 140.] MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, June 4, 1864.

SIR: I have the honor to acknowledge the receipt of your communication offering permission to go to Washington, which I will take advantage of as soon as I can regulate matters here to my satisfaction and have a full understanding with General Canby about the protection of the river.

I should like to leave here about the 1st of July.

The burning of the wharf boat renders it necessary that I should stay here until everything is set to rights again.

I thank you kindly for the indulgence offered.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Porter, U. S. Navy, outlining the disposition of captured cotton.

No. 147.] MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, June 6, 1864.

SIR: I have the honor to acknowledge the receipt of your communication of June 2 in relation to the enclosed letter.* I know nothing of the circumstances as yet. All cotton taken by the fleet has been reported and turned over to the judge of the district, and all loyal parties have only to show their rights to have their cotton returned to them. All cotton is registered on the log books of the vessels when taken, and returns will be made in the course of the week. No cotton was taken by the squadron when objections were made by the owners, unless it was in cases where the cotton belonged to rebels in arms. I afford all facilities to everyone who claims to have had cotton taken to recover it, which they do without expense.

The Marine Brigade took a great deal of cotton for which they gave no receipts, and represented themselves, I am informed, as gunboats.

If the Navy has taken the cotton alluded to, the owners will have no difficulty in getting the proceeds. The court is extremely liberal, and at times rather too much so. All the people of that country claim to be loyal when we are among them, but carried on bitter war against our forces, in which every man joined.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Owen, U. S. Navy, regarding arrival of military force under Major-General A. J. Smith, U. S. Army, and engagement at Bayou Maçon, near Sunnyside, Ark.

U. S. S. LOUISVILLE,
Off Columbia, Ark., June 6, 1864.

SIR: On the evening of the 4th General A. J. Smith landed with about 8,000 men and seven pieces of artillery in the neighborhood of Sunnyside and marched inland and up the bank, his forces meeting near Bayou Maçon. At the bayou they were ambushed, and a short but spirited fight took place, in which we lost some 125 killed and wounded—50 killed. The enemy was driven into the interior. The general with his forces returned to-day, and he is now embarking his forces at Luna Landing. The object that brought the enemy here in the first place doubtless still remains, and I may expect him any time after the departure of General Smith. The forces go to Memphis. Unless Marmaduke's forces, with his artillery, are driven away or destroyed, they will very much annoy navigation between Cypress Bend and Sunnyside, a distance of 65 miles, with good roads leading along the bank and into the interior. Marmaduke's headquarters were at Lake City, 8 miles west of this place. He may return there, being well protected on the flanks by lakes and bayous and good roads leading from him. I will watch him as closely as it is possible for the three vessels at my command, including the *Exchange*, to do. The enemy was moving to the southward when last seen. He may be going to Goodrich's.

I am, sir, very respectfully, your obedient servant,

E. K. OWEN,
Lieutenant-Commander, Comdg. 6th Dist. Miss. Squadron.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Volunteer Lieutenant Johnston, U. S. Navy, commanding U. S. S. Forest Rose, restricting persons from boarding that vessel.

U. S. S. BENTON,
Off Natchez, June 6, 1864.

SIR: I am under the impression, from what I hear, that you have not literally carried out the order conveyed to you in my letter of May 19.

You must not allow persons who are not connected with the Army or Navy to even put their foot on board your vessel. This order does not apply to bona fide refugees or rebel deserters.

Come to this point as soon as you need coal.

Very respectfully, your obedient servant,

JAS A. GREER,
Lieut. Comdr., Comdg. Benton and 4th Dist. Miss. Squadron.
Acting Volunteer Lieutenant J. V. JOHNSTON,
Commanding U. S. S. Forest Rose.

Report of Acting Master Watson, U. S. Navy, commanding U. S. S. Hastings, forwarding funds deposited by the owner of cotton on Jackson's plantation.

U. S. S. HASTINGS,
Mound City, June 6, 1864.

SIR: I herewith forward to you \$2,000, which came into my hands in the following manner: Sometime in April I seized 13 bales of cotton from Jackson's plantation, which was satisfactorily proved to me had been purchased from a known rebel, then in arms, also from parties not authorized to sell it. This cotton was crossed over the Homochitto River and hauled to Jackson's place in the night and stowed with other cotton in his negro quarters, ready for shipment. At the time of seizure Mr. Jackson represented to me that if I took the cotton from his place it would seriously injure his prospects; that it would have a bad effect with his people, and that the rebels might come in and burn the balance of the cotton, and requested me to allow it to remain. Having had some personal acquaintance with Mr. Jackson, and not wishing to injure him if it could be avoided, I agreed to allow the cotton to remain on his place until your decision could be obtained on the matter; for which he agreed, and did deposit the sum of \$2,000 in my hands for the security of the cotton, that it should remain on his place, subject to your or my order. I did not know at the time that it was contrary to one of your general orders. A few days after the seizure, my vessel was ordered up the Ouachita River. On my return, some ten days later, I received your order to send the cotton to Cairo for investigation. I immediately wrote to the captain of gunboat *Champion*, who was on that beat at the time, to take the cotton, mark it with *Juliet's* name, that being the vessel I was attached to at the time, and send it to Cairo. I also remitted the \$2,000 to the captain of *Champion*, asking him to hand it over to Mr. Jackson, taking up my receipt for the same on the delivery of the cotton to him. I heard nothing from it until my return from Red River, when, in passing up the river, I stopped at the *Champion* to enquire about the matter. The captain refunded the \$2,000 and informed me that as soon as my vessel left the beat the cotton was shipped by Mr. Jackson to New Orleans, with other lots, and also made the remark that the cotton was worth more to him than the \$2,000.

Very respectfully, your obedient servant,

J. STOUGHTON WATSON,
Acting Master, and late Commander Juliet.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Owen, U. S. Navy, transmitting copy of letter to Major-General Slocum, U. S. Army, regarding general order on the subject of restriction of trade.

U. S. S. LOUISVILLE,
Off Columbia, Ark., June 6, 1864.

SIR: Enclosed I send a copy of a letter addressed by me to General H. W. Slocum, commanding at Vicksburg, in relation to your Gen-

eral Order No. 209.* I have also forwarded one of the orders to General A. [W.] Ellet. The Marine Brigade have arrested vessels on the river, and it being the only organization of vessels on the river outside of the Navy having a seeming right to make arrests, I thought it my duty to communicate and send an order to the two general officers commanding the brigade and this military district. Hoping my proceedings are correct.

I am, sir, very respectfully, your obedient servant,

E. K. OWEN,

Lieutenant-Commander, Commanding Sixth District.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

[Enclosure.]

U. S. S. LOUISVILLE,

Off Columbia, Ark., June 6, 1864.

GENERAL: I have the honor to send you for your information Admiral Porter's order No. 209. You will notice the admiral positively directs that no interference or seizure of vessels will be permitted within the limits of his command other than by naval vessels. You will also notice the admiral as positively orders that no organization of vessels not purely naval will be permitted to interfere with the duties devolving upon the Navy and that commanders of districts are required, if necessary, to use all their force to arrest such as persist in disregarding this order. I have deemed it my duty as commander of the district from Vicksburg to Arkansas River to acquaint you with this order and that we may be the better able to cordially cooperate for the benefit of the Government.

I am, general, very respectfully, your obedient servant,

E. K. OWEN,

Lieutenant-Commander, Comdg. 6th Dist. Miss. Squadron.

Major-General H. W. SLOCUM,

Commanding District of Vicksburg, Mississippi.

Report of Engineer McFarland, U. S. Navy, regarding the fitting out of vessels under construction at Bridgeport, Ala.

CINCINNATI, June 6, 1864.

SIR: This is to inform you that I have fitted out the last boat, and I will say, in my humble opinion, the best one of the whole twenty. Lieutenant Fitch ordered me to Bridgeport, Ala., on the 23d of May to ascertain what condition those boats were in and what number of engineers were wanted to fill up the crews. I performed that duty and have returned here and shipped two engineers and sent them around and have four more to ship and send, which will fill the orders [of] Lieutenant Le Roy Fitch. I shall ship them as soon as possible. What must I do when I get through? I hoped to receive definite orders. When I parted with Lieutenant Fitch on Saturday he told me he would leave me definite orders, so I could get them this Mon-

* See p. 347.

day morning, but I can find none. I have done the best I could in fitting out the boats, but have had much to contend with, four of them being bought without my having any chance to inspect them until after the purchase was made, viz, the *Lavinia Logan*, *Huntress*, *Princess*, and *Reindeer*.

Very respectfully, your obedient servant,

WM. D. MCFARLAND,
Acting Chief Engineer, U. S. Navy.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Fitch, U. S. Navy, regarding the operations of guerrillas in the Ohio River.

U. S. S. MOOSE,
New Albany, Ind., June 6, 1864.

SIR: I see the guerrillas are getting very thick again along the Ohio below Henderson. I will go down there before I go to Bridgeport and see what can be done. I think I can do a little more than merely watch the river. If I can find out their headquarters, I will go out and break it up, if they do not muster over 200 men. I am sure their force is not so large as that. I have had for some time three boats in that neighborhood—the *Brilliant* near Henderson, the *Fairplay* and *Reindeer* cruising between Smithland and Uniontown. All the boats have very stringent orders in regard to these guerrillas. This has had the effect to keep them out of the towns, but has not kept them from the banks when out of sight of gunboats. I think, though, I can put a stop to their operations, for a while at least, as soon as I get down there.

I will leave here this evening for Caseyville and vicinity.

As Evansville will be the most central point of my operations for the next week, I would name it as my post office and telegraphic address.

As there are yet three boats on the Cumberland, I have not yet assigned the vessels their regular summer patrols on the Ohio, for low water, but will do so as soon as the Cumberland closes.

We will have a succession of raids all along the Ohio this year, as our army is now so far to the front.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant-Commander, Commanding 10th Dist. Miss. Squadron.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Mound City, Ill.

Letter from Major-General Canby, U. S. Army, to Rear-Admiral Porter, U. S. Navy, regarding military movements in the vicinity of Memphis, Tenn.

HEADQUARTERS DIVISION OF WEST MISSISSIPPI,
Natchez, Miss., June 7, 1864.

ADMIRAL: I have the honor to acknowledge the receipt of your communication of the 31st ultimo, enclosing a copy of a telegram

from Paducah. Forrest's presumed intentions were reported by General Washburn, commanding at Memphis, on the 23d ultimo, and a division of the Seventeenth Army Corps was at once sent to him. He was directed to organize as large a force as he could for operations against Forrest, and to detain in place of his own troops as many of the troops (some twenty regiments, new and old) that were then under orders to report to me as he considered necessary at Memphis. On the 3d instant, two divisions of the Sixteenth Army Corps were sent to Memphis, but General Smith was instructed on his way up to clean out the rebels who were at work in the neighborhood of Greenville. I will send whatever force may be necessary to keep open Sherman's communications. Washburn's expedition started from Memphis on the 1st instant, and I hope, in season, to prevent any mischief by Forrest.

Very respectfully, your obedient servant,

E. R. S. CANBY,
Major-General.

Rear-Admiral D. D. PORTER,
Commanding Mississippi River Squadron, Cairo, Ill.

Report of Rear-Admiral Porter, U. S. Navy, transmitting letter from Major-General Sherman, U. S. Army, regarding operations.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, June 7, 1864.

SIR: I have the honor to enclose herewith a copy of a dispatch just received from General Sherman, and remain, sir,
Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

ACWORTH, [GA.], *June 6, 1864.*

I congratulate you on your safe escape from the awkward dilemma above the rapids of Red River. I have driven Johnston from Dalton, Resaca, the Etowah River, and have just reached the railroad 7 miles east of the famous Allatoona Pass. In all encounters I feel satisfied we had the advantage, and I have a large force building the Etowah bridge behind me, when I will have railroad and telegraph communication with the valley. My army is strong, in fine heart, and well supplied. I will push on for Marietta and the Chattahoochee without waiting for the bridge to my rear. I would like you to watch the river well about the mouth of Red River to prevent any of Kirby Smith's army getting east. I have force out from Memphis, bound for Mobile and Ohio Railroad, and want A. Joy Smith, with 10,000 men, to cooperate with Admiral Farragut against Mobile. I know that Johnston, on the supposition that the gunboats and General Banks' command could not escape Red River, has called to him everything from Mobile. I do not think there are 2,000 men

in that city, and the garrison of Forts Morgan and Gaines must be down to the lowest standard.

I should like to hear from you to-morrow.

W. T. SHERMAN,
Major-General.

Rear-Admiral D. D. PORTER,
Commanding Squadron of Mississippi.

Order of Fleet Captain Pennock, U. S. Navy, to Pilot Jones, to proceed in U. S. S. Peri to Memphis on special duty.

JUNE 7, 1864.

SIR: You will proceed to Memphis in the gunboat *Peri*, and return immediately for the purpose of noting the depth of water and changes in the channel.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain.

Pilot WILEY JONES,
U. S. S. Vindicator.

Capture by the U. S. S. Chillicothe and other vessels under Lieutenant-Commander Ramsay, U. S. Navy, of Confederate battery on Atchafalaya River, near Simmesport, La., June 8, 1864.

Report of Rear-Admiral Porter, U. S. Navy, transmitting report.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, June 19, 1864.

SIR: I have the honor to enclose a report of an expedition by Lieutenant-Commander Ramsay up the Atchafalaya, and the capture of a battery of 30-pounder rifles, which we were very glad to get hold of, as they threatened to prove troublesome along the river.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. S. CHOCTAW,
Off Fort Adams, June 8, 1864.

SIR: I have to report that this morning I went on board of the U. S. S. *Chillicothe* and started down the Atchafalaya, taking the U. S. S. *Neosho* and *Fort Hindman* with me.

When about $1\frac{1}{2}$ miles from Simmesport, we were opened upon by a battery of two 30-pounder Parrotts at that place.

We stood on until in good range, then opened, succeeded in driving the rebels out, and captured their guns and six muskets.

One of the guns I brought away with me, and send it to Cairo on the dispatch boat *General Lyon*.

Finding that the other had burst I left it. A deserter who came to us states that it burst at the third fire this morning.

I regret to report that Charles Sower (seaman) was severely (and I fear mortally) wounded by a rebel sharpshooter while endeavoring to get the gun off.

The rebels left one dead on the ground. I am not able to say whether any more of them were killed or wounded.

The deserter states that the gun we have was captured by them from General Banks in the late Red River expedition.

The force at Simmesport consisted of the men belonging to Boone's battery and a few that belonged to the Crescent Artillery. Two regiments were in supporting distance, but we saw nothing of them.

While we were getting the gun off the enemy kept up a fire with musketry. The gun was gotten over the levee by the *Neosho's* crew, and was then taken on board of the *Fort Hindman*.

Very respectfully, your obedient servant,

FRANK M. RAMSAY,

Lieut. Commander, Commanding Third and Fourth Districts.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Report of Major Faries, C. S. Army, transmitting report of Lieutenant Bennett, C. S. Army, commanding Boone's Battery.

HEADQRS. CHIEF OF ARTILLERY, SECOND INF. DIV.,
ARMY OF WEST LOUISIANA,
In the Field, June 9, 1864.

SIR: I have the honor to report an engagement yesterday morning, at Simmesport, La., between two turreted ironclads and the tinclad No. 13 [*Fort Hindman*], of the enemy, and two 30-pounder Parrott rifles under First Lieutenant M. Bennett, commanding Boone's Louisiana Battery. Lieutenant Bennett reports that he opened on the gunboats at 1 mile distance about 8:30 a. m., the ironclads firing from 8 and 11 inch guns and 100-pounder Parrott rifles. One of the cannoners of the left piece was killed by the explosion of a shell, which exploded immediately in front of the gun. One of the 30-pounder Parrott guns recently captured from a gunboat on Red River burst at the breech at the third discharge, expanding the wrought-iron band or reinforce and splitting the breech of the gun about 30 inches, slightly wounding 1 man. The detachment from the disabled piece was then moved to the left near the mouth of Bayou de Glaise; the other piece continued to fire until gunboats took such positions (in front) above and below as to almost insure its being dismounted by their concentrated and cross fire from guns of much greater caliber, the piece itself, with most of the carriage, being exposed to view above the levee, which could only afford protection to infantry kneeling, as it was only about 36 to 40 inches in height where the two pieces were in battery. The serviceable piece was run across the river road to allow the wheels to rest in

the ditch, some 25 feet in rear of the levee, which caused less of the carriage to be seen from the river.

Lieutenant Bennett, after sending repeatedly to the officer in command of the infantry for support, which, if it had been posted on the right, left, and rear of his pieces, would have prevented what followed, retired his remaining detachment below or to the right of the piece and went himself to the officer commanding the infantry detailed to support him to request such support as would prevent the enemy from landing, and while with this officer it appears the enemy succeeded in dragging the gun and carriage over the levee onto one of the gunboats. They soon afterwards moved up the river and disappeared. It was then discovered that the gun had been taken away with 36 cartridges.

I reached Simmesport on the afternoon of the same day and ordered the disabled gun and all the implements and ammunition withdrawn, which was done last night, the battery encamping at Norwood's plantation, on the Bayou de Glaise road. The casualties are 1 man killed, 1 slightly wounded, and 1 missing. Having witnessed in action the conduct of Lieutenant Bennett and all of his men, I am satisfied that he and they stood at their posts as long as cannoners under such circumstances could remain, and when his serviceable gun was run a few feet to the rear it was not his intention to cease firing, but to prevent the gun from being injured until he could get such support as would enable him to work the gun without the risk of being charged by the enemy when they landed, armed with small arms, which he saw plainly was their intention; and I have no doubt the enemy was encouraged to make the attempt, seeing his infantry and only support at such a distance from the pieces. I enclose his report, with the details of the affair.

I am, very respectfully, your obedient servant,

T. A. FARIES,

Major and Chief of Artillery.

Major J. C. MONCURE,

Asst. Adjt. Gen., Second Infantry Division.

[Enclosure.]

HEADQUARTERS BOONE'S BATTERY,

Simmesport, La., June 8, 1864.

MAJOR: I have the honor to report an engagement this morning between this battery and two of the enemy's turreted ironclads and tinclad gunboat No. 13 [*Fort Hindman*]. The latter boat, however, remained at the point, over 2 miles above, during the engagement. I opened on the ironclads at 8:30 a. m., about 1 mile distant, and continued firing until some time after they took a position near the left bank of the Atchafalaya River, about 600 yards distant. We struck them with several shot, one of which passed through the wheelhouse, but without seeming to inflict much damage or impede their progress. The infantry support, stationed at first behind the levee within about 50 yards of the upper piece, withdrew at the commencement of the engagement, taking a position behind a point of woods from the boats and in a dry bayou about 300 yards from the battery. One of the 30-pounder Parrott guns—recently captured from the enemy's gunboats—burst at the third discharge, slightly

wounding 1 man. It seemed to have been caused by the reinforce not fitting the gun tightly, as the latter opened about one-quarter of an inch without damaging the former. Seeing that the gun was totally disabled, I ordered Sergeant Tanner to move his detachment up to Bayou de Glaise near the infantry. I fired principally solid shot, those that struck hitting obliquely and glancing off. I fired 4 percussion shell, 1 of which exploded on striking a boat. We were replied to by the enemy with 8-inch and 11-inch guns and 100-pounder Parrott guns, firing shot and shell with tolerable accuracy. The smoothbore guns of the enemy fired shell and shrapnel, which, as a general thing, burst either in our rear or too far in front to cause us much damage. After firing several rounds from the position they had taken, their range became more accurate, some of the shells passing very near, though bursting with no better effect than at first. Seeing that our remaining gun must be dismantled if such an unequal contest was long continued, I ordered it run back 20 or 25 feet, allowing the wheels to rest in a shallow ditch. I at the same time dispatched for the infantry to come to our support, and ordered Sergeant North to move his detachment about 25 or 30 yards below, to a position where they would be less exposed and which I subsequently endeavored to get the infantry to occupy. I remained myself just above the pieces with Sergeant-Major Jones, who I take pleasure in reporting as a gallant and brave soldier.

The gunboats now commenced approaching the right bank of the river, and as they got near, thinking they would probably try to land, I sent a second dispatch by Sergeant Jones, asking for support, which, failing to come, and seeing the boats evidently intended to land, I went up to where the infantry were and endeavored to get a support, which might have been sent down by one of the two bayous, both of which ran to the river near where the pieces were posted. Sergeant North, seeing their design to land, moved his detachment about 200 yards down the river.

About fifteen minutes from the time I went to ask for support I saw about 20 men of the enemy on and over the levee; and being fired upon by the detachment of the infantry posted near the mouth of Bayou de Glaise, they retired in a few minutes to their boats, but returning soon again without being observed, except by the detachment of cannoners below the guns, the men of the enemy fastened a cable or hawser to the piece not damaged and hauled it over the levee by steam.

A detachment of the Crescent Artillery, 8 in number, temporarily assigned to the battery a few days since, were armed with rifles and muskets, but I was not aware of the fact until they reported 6 taken by the enemy from the camping place between the river and the levee, on the batture. One of the men now missing is reported to have remained at the levee when Sergeant North moved his detachment down the river. This man was, I believe, taken prisoner a few minutes after.

Our loss, which can only be attributable to the fact that we were not supported, is 1 30-pounder Parrott gun with carriage, 36 30-pounder cartridges, and 6 muskets belonging to the detachment of Crescent Artillery. I fired in all 14 solid shot and 4 percussion shell, the effect of which has been reported.

Casualties—Private R. Mayeux, killed; Private C. Hetherwick, slightly wounded; Private J. Daly, Crescent Artillery, missing.

Very respectfully,

M. BENNETT,

First Lieutenant, Commanding Boone's Battery.

Major T. A. FARIES,

Chief of Artillery, Second Infantry Division.

[Telegram.]

HEADQUARTERS, NORTHERN DEPARTMENT,
Columbus, Ohio, June 8, 1864—10:10 p. m.

I have ordered two regiments and a battery to report to General Hobson at Covington, Ky. Will you please notify the naval commander, if there is any at Cincinnati, of the information that the gunboats on the river may prevent the rebels crossing should they undertake it?

S. P. HEINTZELMAN,

Major-General, Commanding.

Lieutenant-Colonel J. H. SIMPSON,

Engineer Department, Cincinnati, Ohio.

[Telegram.]

CINCINNATI, June 8, 1864.

The *Hartford* sailed this day at 11 o'clock for Cairo with 42 recruits.

C. W. LITHEBURY,

Ensign.

A. M. PENNOCK,

Mound City.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Mitchell, U. S. Navy, regarding request of Acting Master Marshall, U. S. Navy, for help against Confederates.

MOUND CITY, June 8, 1864.

SIR: I have received a communication, dated 1st instant, from Acting Master James Marshall, commanding the *New Era*, stating his inability to keep down the guerrillas in his beat, and asking more help.

I have to say in reply that if this man can not do his duty where he is, put some one there who can do it.

Very respectfully,

DAVID D. PORTER,

Rear-Admiral.

Lieutenant-Commander JNO. G. MITCHELL,

Commanding Eighth District.

Report of Lieutenant-Commander Foster, U. S. Navy, giving the stations of the vessels of his command and referring to the activities of Confederates between Bayou Sara and Red River.

U. S. S. LAFAYETTE, June 8, 1864.

SIR: I have the honor to report that immediately after you left the mouth of Red River I reorganized my command, stationing the vessels as follows:

The *Chickasaw* at Morgan Bend; *Lafayette* at Bayou Sara; *Kenwood* to cruise between Waterloo and Lobdell's Landing; *Avenger* between Lobdell's Landing and Baton Rouge; and the *Nymph* between 20 miles above Plaquemine and Donaldsonville.

The *Ouachita*, on her arrival, will be stationed at Baton Rouge, to have supervision and to cruise between that point and Donaldsonville.

The *Juliet* or *Kenwood* I will keep as a cruising boat for the district. On the arrival of the *Ouachita* and *Juliet* I believe I will be able to keep the river clear of guerrillas in my district.

For five or six days after you left the guerrillas kept up quite a warfare between Bayou Sara and Red River. I promulgated the verbal order you gave me in relation to firing on transports by putting up placards at the points at which they were operating, which had the effect to bring a man on board representing himself to be a rebel captain under a flag of truce. In the absence of credentials I refused him a conference, but stated to him that I would listen to anything his commanding officer might wish to communicate through an authorized agent.

The placard announced my determination to shoot a prisoner now in my possession, or whom I might capture in future, for each person killed by rebels firing on transports. I am happy to state that there has been no firing on transports since in my district, although the order was issued ten days since.

I have sent you copies of the report of an affair of some of the crew of the *Chickasaw*, while on shore killing a beef. Two of her crew were captured or deserted, as they did not obey the command to retreat. I am inclined to the opinion that they deserted, as they were in Bayou Sara since at liberty and reported themselves deserters. I have just heard of the death of another rebel who was wounded in that affair. I shall leave this afternoon for New Orleans for the purpose of giving my crew liberty, who have now been twelve months without, excepting a few days at Baton Rouge. In my absence Captain Ramsay will look out for my district, as I did for his while he was down.

I am, sir, very respectfully, your obedient servant,

JAS. P. FOSTER,

Lieutenant-Commander, Comdg. 2d Dist. Miss. Squadron.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Fitch, U. S. Navy, requesting the services of the U. S. S. General Pillow, for restricting smuggling in the Ohio River.

U. S. S. MOOSE,
Ohio River, June 8, 1864.

SIR: If you can spare the *General Pillow*, I should like to have her lay in, and at the mouth of Green River, to prevent smuggling up and across that stream. This will spare one of the other boats for patrol duty elsewhere on the Ohio, which this season will be of the utmost importance.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant-Commander, Comdg. 10th Dist., Miss. Squadron.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Mound City, Ill.

Report of Lieutenant-Commander Mitchell, U. S. Navy, referring to operations of Confederates.

U. S. S. CARONDELET, June 8, 1864.

SIR: On returning this morning from the *Osage*, I received your communication of the 5th.

I accordingly got underway and am now proceeding up the river to carry out your instructions.

I should have moved the vessel up some days since had I not have been led to suppose that I should be left to look out for Memphis and the naval station in the event of the *Essex* going up to Cairo.

With regard to the guerrillas, I have made enquiries of the captain of every transport that arrived at Memphis from up river, and have only heard of three steamers being fired into, and that by musketry. One of these, the *Hillman* (St. Louis and Memphis packet), was wooding in the shute at Island No. 25, a place where she had no business to go anyhow, knowing, as her captain did, that there were guerrillas in that neighborhood and no gunboats in sight. If I hear of her landing there, I shall make it a point to seize her and send her to Cairo with a prize crew on board.

You can be assured now that, knowing what your wishes are, all that two slow vessels can do to break this guerrilla firing will be done.

If you have received my letters, Nos. 30 and 31, of the 2d and 3d instant, you will be satisfied that it was my desire to attend to what was necessary in the district if I could be released from Memphis, on the one hand, or get no vessel from Cairo, on the other.

Very respectfully, your obedient servant,

JOHN G. MITCHELL,
Lieutenant-Commander, Comdg. 8th Dist. Miss. Squadron.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Flagship *Black Hawk*.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Acting Master Dennis, U. S. Navy, commanding U. S. S. Huntress, to cruise for the restriction of illegal trade near Memphis, Tenn.

MOUND CITY, June 9, [1864].

SIR: You will proceed with your vessel, the *Huntress*, to Columbus, and from there toward Memphis without delay and cruise up and down the river. Overhaul all steamers that you may meet with along the river engaged in trading on the shores. Your attention is called to a late general order in regard to it.

When you have an opportunity you will report to Captain Mitchell, commanding Eighth District, for such duty as he may assign you in that district. Look in at Osceola when you hear of guerrillas.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral.

Acting Master J. S. DENNIS,
Commanding Huntress.

Letter from Rear-Admiral Porter, U. S. Navy, to Major-General Canby, U. S. Army, transmitting copy of general order issued in the interests of navigation in the Mississippi River.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, June 9, 1864.

GENERAL: I enclose you a general order I issued in relation to your order No. 6. I think now that the guerrillas will be disposed of if your order is carried out. It is the first time we have started in the right direction. I have been trying for two years to have this done, but without avail. I think the result of your order will be a quiet river. I would beg leave to recommend that a good force be kept at Skipwith's Landing, where it can at all times, by cooperating with the gunboats there, be able to move on either side of the river. A force there will keep the coast clear for 100 miles, as the only place the rebels have to cross is at Deer Creek, where we have never molested them. Greenville, Ashwood, and Columbia are three noted points for guerrillas. A force at Skipwith's Landing could operate, respectively, against all these points—the farthest being 25 miles distant. There are a number of points on the river where small parties of troops are kept, merely offering a bait for the rebels to bite at. It will no doubt strike you that if these squads were all put together they could operate more effectually.

Hundreds of soldiers, black and white, have been snatched up by the rebels at these places, which are not covered by a gunboat, nor offer any facilities for defense. I do not even know where many of these small squads are placed, and only know of their existence by seeing, as I pass up and down, a lot of soldiers who, no doubt, would be glad to be doing something useful. There are a number of troops at Jeff. Davis's plantation. I would recommend them to be with-

drawn; the gunboats there can protect that place. There are also a number of soldiers on some of the islands protecting wood yards. These islands being isolated protect themselves. These stations are excuses for store boats, which supply rebels with all they want.

I have directed gunboats to break up all these trading store boats along the river, and am sure you will give me your aid.

Troops have been kept at Waterproof for some time, which Messrs. Hart and Field took advantage of to open a trade store, which supplied the rebels with \$6,000 worth per month. General Slocum has, I believe, arrested this party of illicit traders. The station was a great temptation for rebels to come on there, get supplies of arms, etc., and when half drunk, to fire on steamers; liquor makes half the trouble.

I had sold at auction a few days since 90 revolvers, captured near Waterproof, and landed for sale by the rebels. I think this next month will wind up the guerrillas. I have directed the gunboats to stop all trade and to allow nothing to land except at military posts. If all the commanders of posts will issue such orders as General Washburn has, there will be no more smuggling. I have ordered all officers under my command to see his order carried out. One part of his order may, however, lead to some misunderstanding. I allude to his ordering a vessel (the *Monarch*) belonging to the Marine Brigade to proceed down the river and arrest all vessels trading.

This duty properly belongs to the Navy, and the lieutenant-commanders of naval districts might not understand how it is that their duties are assumed by one of the Marine or Ram Fleet. These vessels have already committed a great many arbitrary acts on this river under the cover of performing duty, and have alienated a good many who were disposed to be friends, and I would respectfully recommend that they be not employed on duty that can be performed by the gunboats; they do not seem to possess the right kind of discretion. General Grant was so convinced of the hurtfulness of this organization that he intended to break it up and use the regular troops instead, but circumstances prevented him from doing so.

Now, I would recommend that these boats be kept at different stations and ready to start at a moment's notice and to receive troops on board. Heretofore these vessels have been perfect pesthouses, and General A. J. Smith's command had 30 or more taken down with smallpox, contracted on board one of these vessels. By retaining the present organization on board they will never be fit to carry troops. An inspection of them will satisfy you in a short time. I trust you will excuse me for mentioning these matters. I know you want all the information you can get in the shortest possible time, and no one knows better the conditions of things than myself. If at any time you should hear of any irregularities on the part of any of my command or remissness in attending to their duties, you will confer a favor by letting me know.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Major-General E. R. S. CANBY,
Commanding Military Division of West Mississippi.

[Enclosure.]

U. S. MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, Ill., June 8, 1864.

GENERAL ORDER, }
No. 215. }

The attention of commanders of districts is called to the following orders of General Canby, and they will report at once to the nearest military commander when they hear of any attempt to obstruct the river and obtain all the assistance they can to put down the guerrillas. They will also notify Major-General Canby whenever any new move is made by the enemy on the Mississippi River or its tributaries.

DAVID D. PORTER,
Rear-Admiral, Commanding Mississippi Squadron.

HEADQUARTERS, DIVISION OF WEST MISSISSIPPI,
Vicksburg, June 3, 1864.

ADMIRAL: I have ordered reserves of troops and of water transportation to be held in readiness at different points on the Mississippi for the purpose of operating against any rebel force that may attempt to interrupt the navigation of the river. If you will direct naval commanders to give early notice of any movements of this kind to the commanders of military districts, a sufficient military force can be sent at once to cooperate with the gunboats in destroying or driving off the rebels.

I have the honor to be, very respectfully, your obedient servant,

E. R. S. CANBY,
Major-General, Commanding.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron, Cairo, Ill.

GENERAL ORDER, } HEADQUARTERS, DIVISION OF WEST MISSISSIPPI,
No. 6. } Vicksburg, Mississippi, May 27, 1864.

Commanders of districts will hold themselves at all times in readiness to employ whatever force may be necessary to keep open the navigation of the Mississippi River, keeping in reserve for this purpose a sufficient force and a sufficient number of boats to enable them to act promptly. They will keep themselves in communication with the commanders of naval districts, give them any information in relation to the movements of the enemy that they may be possessed of, and cooperate with them whenever necessary.

The authority of commanders of districts on either bank of the Mississippi is so far extended as to include the military posts on the opposite bank. This extension will not change the relations existing between post and department commanders or authorize any permanent change, but is intended to give the senior in command the authority to control the resources on both banks of the river in keeping it open or in meeting any other emergency.

By order of Major-General E. R. S. Canby.

C. T. CHRISTENSEN,
Major and Assistant Adjutant-General.

Report of Lieutenant-Commander Greer, U. S. Navy, regarding the need of additional force for service in the Fifth District.

U. S. S. BENTON,
Off Natchez, June 9, 1864.

SIR: I have the honor to inform you that I have learned that there is a great deal of crossing the river by rebels in the Fifth District.

I have not sufficient force to patrol the river as it should be done. Now that the *Curlew* has gone to Cairo, the *Rattler* and *Forest Rose* have a distance of 55 miles to look out for, and there is no light-draft between Grand Gulf and Vicksburg.

Very respectfully, your obedient servant,

JAS. A. GREER,

Lieut. Comdr., Comdg. Benton and 5th Dist. Miss. Squadron.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Letter from Rear-Admiral Porter, U. S. Navy, to the Secretary to the President of the United States, responding to request for transportation to Little Rock, Ark.

MOUND CITY, June 9, 1864.

DEAR SIR: I received your note of 5th instant in relation to going to Little Rock. In answer, I beg leave to inform you that the great difficulty at the time you mention would be want of water in the Arkansas. On the 1st of July no vessel could navigate that river with any certainty. It is a treacherous river at all times, and at this moment is unnavigable, when, by rights, it should be full of water. If you merely want to go to Little Rock, there will be neither difficulty nor danger by going up White River and across from Devall's Bluff by railroad. All the stories you hear about guerrillas are half fabrications. They do fire at steamers sometimes, but I seldom hear of any one being hurt. No vessels have gone up the Arkansas but once this season; they all got ashore and two of them (one a gunboat) were lost.

Arkansas is not a pleasant country to travel in just now. Marmaduke has come down with about 5,000, men and seems determined to settle somewhere near the mouth of Arkansas.

I do not know whether General Canby will allow him to remain there. The only thing that makes your adventure impracticable is want of water.

If you want to pay a visit to Little Rock, I shall be much pleased to send you up White River in a gunboat. We have one going up every day.

I remain, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

WM. O. STODDARD, Esq.,
Secretary to the President, Washington, D. C.

Letter from the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, urging that some of the new ironclads be sent to Rear-Admiral Farragut, U. S. Navy.

NAVY DEPARTMENT, June 9, 1864.

SIR: It is of the greatest importance that some of the new iron-clads building on the Mississippi should be sent without fail to Rear-

Admiral Farragut. Are not some of them ready? If not, can you not hurry them forward?

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Volunteer Lieutenant Laning, U. S. Navy, commanding U. S. S. Rattler, to assist the U. S. S. Fern.

U. S. S. BENTON,
Off Natchez, June 9, 1864.

SIR: If you can serve the *Fern*, which is aground near foot of Fairchild's Island, do so, and run no risk. Be here early in the morning at all events.

Very respectfully, your obedient servant,

JAMES A. GREER,
Commanding Benton and Fifth District, Mississippi River.

Acting Volunteer Lieutenant LANING,
Commanding Rattler.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Volunteer Lieutenant Johnston, U. S. Navy, commanding U. S. S. Forest Rose, regarding ferrying at Fairchild's Island.

U. S. S. BENTON,
Off Natchez, June 9, 1864.

SIR: I have learned from pretty good authority that there is a nest of rebel ferrymen living on the foot of Fairchild's Island, with associates on either main shore.

I am told there is quite a number of skiffs concealed in the willows on the east side of the island. I wish you to watch that point until satisfied about matters there. You will not be expected, and I suggest that you send your boats down, using muffled oars, to be concealed near the foot of the island till they see something going on wrong. You can drop down with the vessel and pick them up.

If they learn nothing the first night, try it again; but do not let them be seen. Some of the men up there may have passes to fish. If so, consider them all as revoked and destroy all skiffs. I wish a good one saved for the tug *Fern*.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieut. Comdr., Comdg. Benton and 5th Dist. Miss. Squadron.

Acting Volunteer Lieutenant J. V. JOHNSTON,
U. S. S. Forest Rose.

[Telegram.]

EVANSVILLE, June 9, 1864.

The guerrillas are thick along river below Henderson. Am going down in that direction to look after them. Some of Morgan's men have been in at Maysville, Ky. Have dispatched two boats. Will now have to withdraw from the Cumberland to guard the Ohio. River now requires guarding the whole length.

LE ROY FITCH,

Lieutenant-Commander, Tenth District.

Rear-Admiral PORTER,

Mound City.

[Telegram.]

MOUND CITY, June 9, 1864.

Withdraw all the gunboats from the Cumberland and spread them along the Ohio.

Get two gunboats from Captain Shirk if necessary.

DAVID D. PORTER,

Rear-Admiral.

Lieutenant-Commander LE ROY FITCH,

Evansville, Ind., U. S. S. Moose.

General order of Rear-Admiral Porter, U. S. Navy, regarding disposition of prize.

GENERAL ORDER, }
No. 218. }

U. S. MISSISSIPPI SQUADRON,

FLAGSHIP BLACK HAWK,

Mound City, June 10, 1864.

General Order No. 156 is revoked, and all captured vessels and prizes will hereafter be sent to Cairo and reported to the commanding officer at that place and the district judge of the State of Illinois.

DAVID D. PORTER,

Rear-Admiral, Commanding Mississippi Squadron.

Report of Lieutenant-Commander Mitchell, U. S. Navy, regarding stations of the vessels of his district.

U. S. S. CARONDELET,

Near Gayoso, June 10, 1864.

SIR: The *Huntress* has reported for duty, which will enable me to make what I think will be a satisfactory detail of the vessels in the district.

The *Carondelet* will be stationed at Fort Pillow, with a beat from Osceola Landing to Memphis. The *New Era* will take from Osceola to Tiptonville; the *Huntress* from Tiptonville to Columbus.

The stations of the *Carondelet* and *New Era* have been assigned as I think would be [his] pleasure, from remarks made by Lieutenant-Commander Phelps.

What you said in the course of conversation, that Fort Pillow would be the headquarters of the former, and with the latter, that you would like a fender between Hardin on the one side and New Madrid on the other, the *Huntress* will have to go to Memphis for a couple of days next week to have some of her woodwork cut away alongside the chimneys, as the vessel has caught fire twice from the wood being too close. A change will also be necessary in the arrangement of her forward companionway, as the gun on the starboard side can not come in by about a foot.

I am, sir, very respectfully, your obedient servant,

JOHN G. MITCHELL,

Lieutenant-Commander, Commanding 8th Dist. Miss. Squadron.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron,

Flagship Black Hawk, Mound City, Ill.

[Telegram.]

NASHVILLE, June 11, 1864.

I have directed Captain Edwards, assistant quartermaster, Bridgeport, to transfer the gunboats built there by him on account of quartermaster to Acting Volunteer Lieutenant H. A. Glassford, U. S. Navy. This by order of General Webster. See your telegram of May 5 to me. Is this right?

J. L. DONALDSON,

Assistant Quartermaster.

Major-General SHERMAN.

[Telegram.]

HDQRS. MILITARY DIVISION OF THE MISSISSIPPI,

In the Field, Big Shanty, June 11, 1864.

The transfer of the gunboats to the Navy is approved by me, and, furthermore, I ask that every possible facility and encouragement be given to the officers commanding them.

W. T. SHERMAN,

Major-General, Commanding.

Colonel DONALDSON,

Nashville, Tenn.

Special field order of Major-General Sherman, U. S. Army, regarding the gunboats built in the Tennessee River.

SPECIAL FIELD ORDERS, }
No. 23.

HDQRS. MILITARY DIVISION OF THE MISSISSIPPI,

In the Field, Big Shanty, (Ga.), June 11, 1864.

The gunboats constructed by the quartermaster's department in the Tennessee River above Mussel Shoals having been turned over

to the Navy Department for better service and discipline, will nevertheless be supplied by the army quartermasters and commissaries of all military posts and stations as though still belonging to the army; and when the commanders of any of the gunboats need assistance of any kind, or detachments of soldiers to aid them in any enterprise, the commanding officer of any military post on or near the Tennessee River will furnish the details if it be possible.

By order of Major-General W. T. Sherman:

L. M. DAYTON,
Aid-de-Camp.

Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Owen, U. S. Navy, regarding protection for Skipwith's Landing.

MOUND CITY, June 11, 1864.

SIR: Your communication of May 31 has been received.

I should be very much surprised to find that you had left the tugs and barges without a gunboat. I do not see why one of the light-drafts can not be at Skipwith's while you and the others drive off the batteries, or why you do not notify General Canby that he may send troops to that point. I am told he is going to keep troops ready to send up at a moment's notice.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander E. K. OWEN,
Comdg. U. S. S. Louisville and 6th Dist. Miss. Squadron.

Report of Lieutenant-Commander Owen, U. S. Navy, requesting permission to land stores for the Duncan plantations at Skipwith's.

U. S. S. LOUISVILLE,
Off Columbia, Ark., June 11, 1864.

SIR: With the exception of small squads of sharpshooters on the bank of the river between Cypress Bend and Sunnyside, we have had no firing since my last. What the enemy has done with his battery I do not know, nor can I find out, as not a soul is ever seen on the Arkansas shore save guerrillas and sharpshooters. I have received a communication from Mr. Seth Stoughton, working the Duncan places, that he has but two weeks' provisions on hand for the several hundred hands at work, and that a supply is coming down. Your General Order 209 prohibits the landing of private stores at points other than military posts. Can he be allowed to have them landed at Skipwith's? Mr. Stoughton is thoroughly a Union man. The guerrillas visit the Duncan plantations frequently, and they might seize all the stores required for the places. There are some 400 hands, and

consequently a large amount of stores are required. I believe the crops are in and growing finely.

I am, sir, very respectfully, your obedient servant,

E. K. OWEN,

Lieutenant-Commander, Commanding Sixth District.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Report of Lieutenant-Commander Fitch, U. S. Navy, transmitting copy of communication sent to the inhabitants of Henderson, Ky., assuring them of protection against molestation by gunboats.

U. S. S. MOOSE,

Smithland, Ky., June 11, 1864.

SIR: I think I have ascertained the cause of so many guerrillas being in this part of Kentucky. Most of the guerrilla parties now up the Cumberland are composed of men who were drafted for our service. They are now only showing their true colors and say if they must fight at all they will fight for Jeff Davis; consequently they have run from the draft and gone into the guerrilla service.

Many have joined the guerrillas at Uniontown and vicinity, I am told, in consequence of some gross outrages that were said to have been committed in that neighborhood by a Colonel Cunningham, from Paducah. It is reported that he went up in that section of country with a lot of negro soldiers and sent them on shore to conscript every negro they could find. These negroes, it is reported, were sent on shore armed and without an officer with them, entered private houses, broke open the doors, and entered ladies' bedrooms before they were up, insulted women, and plundered and searched generally.

If this be as bad as reported, it is certainly a gross outrage and disgrace to our cause. I will, on my way up, stop and see if I can ascertain the truth of the matter.

It was said that a gunboat convoyed them up. None of our gunboats convoyed them or would countenance such disgraceful proceedings; on the contrary, they would have forced respect to the women.

On my way down I found the people so frightened and excited that, to set them aright, I thought it only justice to ourselves to send them a communication, of which the enclosed is a copy.

Very respectfully, your obedient servant,

LE ROY FITCH,

Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron.

[Enclosure.]

U. S. S. MOOSE,

Henderson, Ky., June 9, 1864.

There seems to be a general impression that the gunboats are cruising up and down the river running off negroes and committing gross depredations; consequently, when a gunboat heaves in sight,

all the citizens are thrown into a state of excitement, close their houses, and hurry the negroes back into the country.

I would inform the people generally that the gunboats are on no such mission, nor will any vessel or officer under the command of Rear-Admiral Porter touch, interfere with, or molest the persons or property of peaceful and loyal citizens in any way whatever.

Our object is to protect commerce, break up as much as possible this guerrilla warfare, and injure only the enemies to the United States Government.

I trust that in future this fear and excitement will be dispelled, for I can assure you that on the part of the Navy you need have no fears of molestation so long as you remain loyal to the Government and pursue your peaceful avocations at home.

LE ROY FITCH,
Lieutenant-Commander, etc.

THE MAYOR AND CITIZENS OF HENDERSON AND VICINITY.

[Telegram.]

COLUMBUS, [KY.], June 11, 1864.
(Received June 13.)

Can you send a small gunboat to Hickman, [Ky.]? There is trouble there. I have a hundred men there, and do not wish to send any more.

HENRY PRINCE.
Brigadier-General.

Rear-Admiral PORTER,
Mound City.

Report of Lieutenant-Commander Mitchell, U. S. Navy, regarding expected attack upon New Madrid, Mo.

U. S. S. HUNTRESS,
Gayoso Landing, June 11, 1864.

SIR: It having been reported to me yesterday that an attack was expected on New Madrid by a force under Kitchen, numbering some 500 strong, I left the *Carondelet* at this place at dark and proceeded to New Madrid to learn what I could of the matter.

I learned that there was a force at Pemiscot Bayou, but could hear of no advance toward New Madrid. I have coaled the *Carondelet* from this vessel, so that she can show herself in this neighborhood and toward Hickman for two or three days, when I shall be able to have the slight alterations on this vessel finished and move her up to her station and return the *Carondelet* to hers.

Very respectfully, your obedient servant,

JOHN G. MITCHELL,
Lieutenant-Commander, Comdg. 8th Dist. Miss. Squadron.

Rear-Admiral D. D. PORTER,
*Commanding Mississippi Squadron,
Flagship Black Hawk, Mound City, Ill.*

Report of Rear-Admiral Porter, U. S. Navy, transmitting report of the commanding officer of U. S. S. Naumkeag, regarding aid given to fleet of army transports in White River, Ark.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, June 12, 1864.

SIR: I have the honor to enclose herewith a communication from Acting Master John Rogers, commanding the U. S. S. *Naumkeag*, giving an account of the valuable assistance rendered by that vessel to Colonel [R. R.] Livingston's command at Grand Glaise, whose fleet had grounded at that place and was in great danger of being lost or captured by the enemy, and also containing the special thanks of Colonel Livingston for the promptness and energy displayed by Captain Rogers on that occasion and in afterwards conveying his fleet safely to its place of destination.

I have the honor to be, very respectfully, your obedient servant,
DAVID D. PORTER,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

GUNBOAT NAUMKEAG,
Devall's Bluff, May 31, 1864.

SIR: As I previously informed you, I went up the river as far as Grand Glaise, 30 miles below Jacksonport, before I met the fleet with Colonel Livingston's command on board and all the Government stores of that post. Some of the vessels had been aground and the *Fitzhugh* had burst one of her steam pipes and scalded several persons. The steamer *Kennett* was so large and was so difficult to manage that the colonel commanding (Wood) thought of abandoning her. Grand Glaise is the most dangerous place on the river, from its high lands and the roads coming in there. The boats had been fired into before they left Jacksonport from the opposite side of the river, and the probability is, if she had been left, she would have been captured. The colonel issued an order upon his arrival at this place which contains the following:

III. To the commanding officer of the gunboat 37 [*Naumkeag*], Commander Rogers, his thanks are specially due for the energy and promptness exhibited by him in bringing his gunboat to the assistance of the fleet while aground, and for the valuable aid rendered it during his convoy to its destination.

I also destroyed a number of flats, skiffs, and canoes.

Captain Hickey, of gunboat *Queen City*, also started up with two light boats, to lighten the others. We met them a few miles above Des Arc, but we had got through all our troubles and were in deep water; we did not need them. We arrived all safe at the [Devall's] Bluff amidst general rejoicing. All of which is most respectfully submitted by

Your obedient servant,

JOHN ROGERS,
Acting Master, Commanding.

Lieutenant-Commander JAS. M. PRICHETT,
Commanding White River Station.

Report of Lieutenant-Commander Fitch, U. S. Navy, giving patrols of the vessels of the Tenth District.

U. S. S. MOOSE,
Smithland, Ky., June 12, 1864.

SIR: I have the honor to report the arrangement of patrols and mail and telegraphic addresses of vessels in the Tenth District as follows:

Name of vessel.	Commanding officer.	Patrol.	Address.
Moose.....	Le Roy Fitch.....	General.....	For the present until further notice, Evansville, Ind.
Brilliant.....	Acting Volunteer Lieutenant Chas. G. Perkins.	Smithland up Cumberland to Ingram's Shoals, then up Ohio to Shawneetown.	Smithland, Ky.
Fairplay.....	Acting Master Gen. J. Groves.	Shawneetown to Evansville.	Evansville, Ind.
Silver Lake.....	Acting Master J. O. Coyle.	Evansville to Cannelton.	Do.
Springfield.....	Acting Master Edm. Morgan.	Cannelton to New Albany.	New Albany, Ind.
Reindeer.....	Acting Volunteer Lieutenant H. A. Glassford.	Louisville to Maysville.	Cincinnati, Ohio.
Victory.....	Acting Master Fred. Read.	Maysville to Pomeroy.	Do.

These patrols subject to change as circumstances may require.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER.
Commanding Mississippi Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Ensign Thomas, U. S. Navy, commanding U. S. S. Robb, in view of disturbance at Hickman, Ky.

MOUND CITY, June 13, 1864.

SIR: You will proceed without delay with your vessel to Columbus, Ky., and on your arrival there report to General Prince, commanding post at that place. Enquire what is the matter at Hickman, and if there is any need of your services there, you will immediately proceed to that place and remain there until your services can be dispensed with. You will then proceed to this station and report to me.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral.

COMMANDING OFFICER OF U. S. S. ROBB.

Report of Rear-Admiral Porter, U. S. Navy, responding to suggestion that some of the new ironclads be sent to the West Gulf Squadron.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, June 13, 1864.

SIR: I have the honor to acknowledge the receipt of your letter of June 9 in relation to sending ironclads to Admiral Farragut.

The only two iron vessels lately finished are the *Winnebago* and *Chickasaw*. I do not know whether it was ever intended to send these vessels out of the river, but if it was the builders know nothing about the requirements of seagoing vessels. They would break to pieces in the least swell, and they are not fitted to go anywhere but in the smoothest water, such as may be found in rivers. I would not take the responsibility of sending them to Admiral Farragut without express orders to that effect. They are very vulnerable and unfit to cope with anything carrying heavy guns, or to engage fortifications. They are all manned and fitted, though having been sent off in a hurry, will require some few ordnance stores. I doubt if they would ever reach Mobile. Some of the sea monitors at Cincinnati have been launched and should have been ready by this time. By getting them over the falls before the water fell they might have been finished by this time at New Albany and brought down the river; but it was a matter of dollars and cents, and the time for getting them down this year has passed unless the Ohio has an unusual rise.

Will the Department please instruct me further in regard to the *Winnebago* and *Chickasaw*?

I have the honor to be, very respectfully, your obedient servant,
 DAVID D. PORTER,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Lieutenant-Comamnder Greer, U. S. Navy, to Acting Master Irwin, U. S. Navy, commanding U. S. S. Judge Torrence.

U. S. S. BENTON,
Off Natchez, June 14, 1864.

SIR: Come to Natchez with the *Judge Torrence* without delay.
 Very respectfully, your obedient servant,

JAMES A. GREER,
Lieut. Comdr., Comdg. Benton and 5th Dist. Miss. Squadron.

Acting Master J. IRWIN,
Commanding U. S. S. Judge Torrence.

Report of Rear-Admiral Porter, U. S. Navy, transmitting prize lists of certain vessels.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, June 14, 1864.

SIR: I have the honor to enclose herewith prize lists of the following vessels belonging to this squadron.

U. S. S. *Romeo*, for the capture of 207 bales of cotton, February, 1864.

U. S. S. *Romeo*, for the capture of 119 bales of cotton, February 20, 1864.

U. S. S. *Juliet*, for the capture of cotton, etc., during the Red River expedition, March, April, and May, 1864.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Major-General Steele, U. S. Army, to Lieutenant-Commander Phelps, U. S. Navy, desiring to know the whereabouts of Brigadier-General Shelby, C. S. Army.

LITTLE ROCK, June 14, 1864.

I am glad to hear from you and should be pleased to see you here. Can you not meet me on the prairie, according to our agreement of last fall? It seems Shelby is everywhere—on the other side of White River, and at Crockett's Bluff on this side—with considerable force for the purpose of capturing steamers. I have ordered a scouting party to the latter place, and will send a force to Clarendon as soon as it can be ascertained that he or any part of his force is there. My troops are frequently sent out after rebels, who can not be found or heard of at places where they are reported to be. My cavalry force is in such condition that I am obliged to spare it as much as possible. We are obliged to do heavy scouting south in order to ascertain whether the rebels are moving toward the Arkansas in force. It is reported that they are. If Shelby gets in between Clarendon and Cache River, a concerted movement between A. J. Smith's troops and a force sent from Devall's Bluff might bag him. Please give me the earliest possible intelligence of his whereabouts. Please furnish General Smith with the same. Where is General Canby? I received a dispatch from him yesterday, dated at Vicksburg, 2d instant.

Very truly, yours,

FREDK. STEELE,
Major-General.

Commander S. L. PHELPS,
Devall's Bluff.

Correspondence regarding seizure of horses.

[Telegram.]

CINCINNATI, June 14, 1864.

Have taken 4 prisoners, which I have aboard the boat; also 40 horses, which I propose sending to Captain Bowen to-morrow. Please answer.

C. W. SPOONER.

Lieutenant-Commander LE ROY FITCH.

Order of Lieutenant-Commander Fitch, U. S. Navy, to Acting Master Coyle, U. S. Navy, commanding U. S. S. *Silver Lake*, to proceed to Mound City, Ill., carrying prisoners and horses.

U. S. S. MOOSE,
Ohio River, June 21, 1864.

SIR: You will proceed to Mound City with the prisoners and horses now on board your vessel, report to Rear-Admiral Porter, and await his instructions in regard to them.

After knowing the admiral's wishes, execute them with dispatch and return to your station with the least possible delay.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant-Commander.

Acting Master J. C. COYLE,
Commanding U. S. S. Silver Lake.

Report of Fleet Captain Pennock, U. S. Navy, transmitting report of Lieutenant-Commander Fitch, U. S. Navy, and statement of T. C. Campbell, of Maysville, Ky.

MISSISSIPPI SQUADRON, FLAGSHIP *BLACK HAWK*,
Mound City, August 4, 1864.

SIR: Your communication of the 22d ultimo, enclosing for investigation and report a letter from T. C. Campbell, of Maysville, Ky., relative to the conduct of Acting Ensign Spooner, U. S. S. *Moose*, in the capture of the 29 horses, has been received.

I enclose copy of letter from Lieutenant-Commander Fitch on the subject. Lieutenant-Commander Breese informs me that the admiral disapproved of the whole transaction, and would have restored the horses to their owners, but that the majority of them were in such horrible condition that he felt that all that could be done with them was to dispose of them to the best advantage and return the money to the owners.

This was accordingly done, and the funds are now waiting the presentation of claims.

Lieutenant-Commander Fitch has been written to on the subject. What other action Admiral Porter took in the matter I am unable to say.

Mr. Campbell's letter, with enclosure, is herewith returned.

I have the honor to be, very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosures.]

U. S. S. MOOSE,
Ohio River, June 26, 1864.

SIR: I send to Mound City the horses and provisions spoken of in my telegram.

On hearing of Morgan's approach toward the Ohio at Maysville I at once dispatched two boats, the *Reindeer* and *Victory*, to look out for him and prevent his crossing.

Acting Ensign C. W. Spooner was in temporary command of the *Reindeer*, as I had sent Acting Volunteer Lieutenant Glassford over to Bridgeport, Ala., with the ordnance stores and to look out for them.

From Acting Ensign Spooner's telegraphic report to me I supposed he had captured the horses, but it seems from his written report,* just received, that he did not capture them, but merely took possession of them after they had been taken by some citizens.

Supposing from his telegram that they were a legal prize, captured by himself, I directed him to bring them to Louisville, where I sent the *Silver Lake* to receive them. Had I at the time known all the circumstances, I should have referred the matter to you before acting, but the horses reached me before his written report. I therefore send them on to Mound City, as they are now so near, and let them await your decision there. Mr. Spooner acted his part in good faith. Should you see proper to retain them, they are there; should you wish them released, they need not be taken off the *Silver Lake*, but be returned as easily as they were brought away.

Three of the prisoners are reported to be guerrillas; the fourth a regularly enlisted soldier from some Georgia regiment.

Very respectfully, your obedient servant,

LE ROY FITCH,

Lieutenant-Commander, Comdg. 10th Dist. Miss. Squadron.

Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron.

MAYSVILLE, KY., June 16, 1864.

DEAR SIR: When Peter Everett and this band of marauders visited this section of the State they stole as many horses as they met with. Learning that your forces were fighting Morgan, they placed about 150 of these horses in the pasture of some rebel sympathizer near Moorefield, in Nicholas County, and left to reinforce Morgan. Two citizens named Moler and Hughart, with the assistance of their neighbors, took possession of the horses and brought them to this city for safety, risking their lives and property now and hereafter in doing so. So soon as they could, they commenced returning the horses to their lawful owners upon proof of ownership. They delivered all but 29 in this way, when one officer by the name of Spooner, commanding gunboat 35, placed both the men under arrest and took forcible possession of the horses and sent them to Cincinnati. He has released the men, but retains the horses, depriving poor and loyal citizens of horses badly needed at this time in the cultivation of the corn crop. This thing ought not to go unpunished, and the horses should be returned and that without delay. At their request, I called your attention to the matter and enclosed a copy of a note addressed [to] Commander Spooner by the officers of the city and county, to which he made no reply.

Respectfully,

T. C. CAMPBELL.

Major-General BURBRIDGE,

Lexington.

[Telegram.]

PADUCAH, June 14, 1864.

The steamer *Aurora*, with 100 head beef cattle and other commissary stores, is here, wanting convoy to Reynoldsburg, Tenn. Unless the cattle can be forwarded within twenty-four hours, they must be unloaded, and there is no safe pasturage nearer than the Cumberland Island in the Ohio near Smithland. Can you direct one of the three gunboats lying here to proceed at once with the *Aurora* to her point of destination up the Tennessee, or state what day a convoy can be here to go with her, so that we may unload the cattle?

J. M. McKENZIE,

Captain and Commissary Subsistence.

Admiral D. D. PORTER,
Mound City.

[Telegram.]

MOUND CITY, June 14, 1864.

Apply to Captain Shirk, commanding district, and he will detail a gunboat.

DAVID D. PORTER,
Rear-Admiral.

Captain J. M. McKENZIE,
Commissary Subsistence, Paducah, Ky.

Seizure of steamers Mattie, M. Walt, and Hill, at Beulah Landing, Miss., by the U. S. S. Lexington, June 15, 1864.

Report of Lieutenant-Commander Phelps, U. S. Navy, transmitting report of the commanding officer of the U. S. S. Lexington.

U. S. GUNBOAT HASTINGS,
Off Mouth White River, June 18, 1864.

SIR: On arriving here from Devall's Bluff on the evening of the 16th, I found the gunboat *Lexington* here with three steamers, seized the day previous a few miles below under the following circumstances: Captain Bache, learning that these steamers were in Old River, between here and Napoleon, getting on cotton, sent the *Tyler* to look after them. She returned, bringing back a Mr. Fennerty, who made a sworn statement that he was on board those steamers on the 13th and 14th; that he saw numbers of armed rebels on the bank; that he saw them going on board these vessels and passing back and forth between them and the shore; that they were well received on board, treated to liquors, and fed; that they carried on shore packages, kegs of liquor, and that their canteens were filled with liquor on board; that at one time there were 3 officers and 12 or 15 soldiers on board a single vessel.

His statements are partly confirmed by people belonging to these vessels and partly denied by them, but the fact of Confederate soldiers having been on board, having dined on board, and been given liquors is not denied by anyone.

In stating the circumstances attending the seizure to the district judge of the Southern District of Illinois, I have briefly given the

military situation here, stating that while we destroy all small boats and flats and carefully patrol the river to prevent the enemy from crossing, these boats, with some show of reason, present permits from the Treasury Department which they claim authorizes them to conduct precisely the kind of trade they were found engaged in. Manifestly the safety of our light gunboats and of the smaller military posts is greatly endangered by thus placing boats engaged in the cotton traffic at the disposition and control of the enemy.

Your general orders numbered 197 and 209 have perplexed me somewhat in regard to the seizure of these vessels. The order of the Secretary of the Treasury referred to in the former of these orders has never been received by me. I can not, therefore, judge precisely as to how far these boats were transcending trade regulations, but it is certain they were violating the ordinary laws of war. The seizure is fully confirmed by your general order No. 209, and by the order of General Washburn, dated May 14, but his district extends only to this place.

The *Lexington* had on board of her at the time the seizure was made a detachment of the *Tyler's* men, both vessels being entitled to share in the prizes.

I have sent all the officers and men belonging to them to Cairo, in order that the district attorney may examine them, as I think more information may be obtained in this way, especially from the deck hands.

Acting Ensign J. G. Megler goes up in charge of the prizes.

I am, very respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

[Enclosure.]

U. S. S. LEXINGTON, *June 18, 1864.*

SIR: I have the honor to report my arrival at the mouth of White River on the 14th instant. Hearing that there were some cotton boats in Old River which had been there for some time, I sent the *Tyler* down to see that all was right. She returned the same evening, bringing with her a person by the name of Fennerty (whose affidavit I have given you), who swore to the fact, in my presence, that the three boats, *Mattie*, *M. Walt*, and *Hill*, were in communication with rebel soldiers, openly receiving them on the boats, and trading with them; that at times there were on the bank, numbers of armed men, etc. I got underway on the morning of the 15th instant, and proceeded down into Old River, taking with me a detachment of men from the *Tyler* (to assist in manning the boats) and seized them as naval prizes. I found the three boats lying off Beulah Landing, Miss., within about a hundred yards of the shore. At the landing I could distinctly see a number of white men, say 25 or 30, with a glass, who disappeared into the adjacent woods as we made our appearance.

Very respectfully, your obedient servant,

GEO. M. BACHE,
Lieutenant, Commanding.

Lieutenant-Commander S. L. PHELPS,
Commanding Seventh District Mississippi Squadron.

Order of Lieutenant Bache, U. S. Navy, to Acting Ensign Megler, U. S. Navy, to take charge of the prizes and proceed to Mound City, Ill.

U. S. S. LEXINGTON, *June 18, 1864.*

SIR: You will take charge of the three prizes *Mattie*, *Hill*, and *Walt* and proceed at once to Mound City, where you will report to the commanding naval officer. The keys of the safes will be kept in your possession, and all their papers will be delivered to the district attorney or such other officer indicated by the admiral. Do not stop on your way, unless absolutely necessary, and do not allow any one to leave the vessels under any consideration until they are placed under the charge of a U. S. marshal. You will take immediate charge of the *Mattie* yourself. Acting Ensign Cameron, of the *Hastings*, will have the *Hill*, and Acting Master Mate ———, of the *Tyler*, the *Walt*.

Very respectfully, your obedient servant,

GEO. M. BACHE,
Lieutenant, Commanding.

Acting Ensign JOS. G. MEGLER, U. S. Navy.

Letter from Rear-Admiral Porter, U. S. Navy, to judge of district court, regarding vessels seized for illegal traffic.

MOUND CITY, *June 24, 1864.*

SIR: I have the honor to inform you that three steamers, *Mattie*, *M. Walt*, and *R. E. Hill*, have been sent here as naval prize, being caught trading with the rebel soldiers. Will you be pleased to have them taken possession of by the marshal. There are parties who have stores on board intended for plantations. These stores should not be seized, as the owners are not to blame for the acts of the steamers, and, with your permission, I will restore the goods to them, in whom I have confidence. Steamer *Jennie Hobbs* has also been seized for illegal traffic, and is here with a prize crew on board awaiting your directions.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

HON. S. H. TREAT,

U. S. District Judge, Springfield, Ill.

P. S.—Since writing the foregoing, I do not see that there is anything against the *Jennie Hobbs* that will justify her detention, and I think she had better be released. I have allowed the captain to go on bonds, to appear if called for.

[Telegram.]

PADUCAH, *June 15, 1864.*

Captain Shirk and Colonel Parsons, chief of Western River Transportation, have arranged that convoy will leave Paducah on Tuesdays and Fridays of each week. The *Undine* is here ready for

Friday, the *Tawah* on Tuesday. Captain Shirk has gone up the river to make arrangements above.

JASON GOUDY,
Commanding U. S. S. Tawah.

Rear-Admiral D. D. PORTER,
Mound City.

Order of Rear-Admiral Porter, U. S. Navy, to commanding officer of U. S. S. New National, to proceed down the river on special duty.

MOUND CITY, June 15, 1864.

SIR: You will proceed down river, carrying the mails and stores for the squadron.

Deliver the two accompanying letters to General Canby wherever he can be found.

Take convoy past dangerous places going and coming, and if you are attacked by the rebels do not stop to fight them but proceed on.

After performing the above duty you will return to this place.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral.

Pilot A. M. GRANT,
Commanding U. S. S. New National.

Engagement of U. S. steamers General Bragg and Naiad with Confederate batteries at Como Landing, Tunica Bend, La., June 15-16, 1864.

Report of Rear-Admiral Porter, U. S. Navy, transmitting reports of commanding officers.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, June 26, 1864.

SIR: I have the honor to enclose a report from the *General Bragg* and *Naiad* of a fight with rebel batteries.

The *Bragg* can not get here to be repaired at this stage of water, and I have ordered her to New Orleans.

These batteries will continue to come in on the river until more effective measures are taken by the military authorities to land troops and chase them up until they are all taken. Some five or six batteries, mostly captured from our forces, are spread along the river and fire when they get a good opportunity. This firing is extremely annoying to passenger boats with women and children on board, who are frequently killed by this "Southern civilized" mode of warfare. As long as they fire on the gunboats we do not mind them, though they occasionally do damage and kill men. These batteries have generally been driven away by the gunboats, and I am in hopes we will soon have proper landing parties of troops pre-

pared to act in concert with gunboats, when there may be a hope of keeping the river free of these marauders.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

U. S. S. GENERAL BRAGG,
Tunica, La., June 15, 1864.

SIR: I have the honor to report that the enemy opened on me at daylight at Como Landing with two pieces of artillery and small arms, and I replied immediately, and the enemy ceased firing and went down below and opened on the U. S. S. *Naiad* at Ratliff's Landing. I went immediately to her assistance, and the *Winnebago* also hove in sight and we attacked them simultaneously and soon silenced the enemy. I fired 80 shell for 32-pounder and 50 shell for 30-pounder Parrott, 8 percussion shell for 30-pounder Parrott, and 80 charges for 32-pounder, 58 for 30-pounder Parrott.

I have 1 man wounded severely by a musket ball through the shoulder.

I received three shots in the hull and quite a number of musket shots.

I found it almost impossible to drive the sharpshooters from behind levee, but succeeded ultimately.

I am, very respectfully, your obedient servant,

C. DOMINY,
Acting Volunteer Lieutenant, Commanding.

Lieutenant-Commander F. M. RAMSAY,
Comdg. Third and Fourth Districts, Mississippi Squadron.

U. S. S. NAIAD,
Head of Tunica Island, June 15, 1864.

SIR: I have the honor to report that at 3:45 o'clock this morning I saw the U. S. S. *General Bragg* engaged with a rebel battery on the left bank. I got up steam immediately and ran up to her assistance.

When we had arrived within half a mile of where the *General Bragg* lay, a rebel battery opened on us, directing the shots at first toward the pilot house, and in a few shots completely disabling our steering apparatus and severely wounding First-Class Pilot James M. Harrington.

The wheel being shot away, I was obliged to steer by relieving tackle. I managed, however, to get bows on to the battery and continued to fire briskly until the batteries were silenced.

We were hit nine times. The first shot passed through the smoke-stack, the second and third shots passed through the pilot house, the third striking the barrel of the wheel, cutting the tiller rope and literally tearing the wheel to pieces.

The fourth shot passed a few feet abaft the pilot house, shattering the steerage and skylights, but doing no further damage.

The fifth shot passed through the cabin. We also received four shots through the starboard casemates, one striking abreast of the boilers; one abaft of No. 2 gun, tearing up the decks and exploding within a few feet of the shell room; one abaft of No. 3 gun, killing John J. Crennell, ordinary seaman, and wounding 3 others; another passed through the port of No. 4 gun, tearing away the shutter and exploding in the dispensary.

The officers and men behaved admirably, considering that very few of the officers and not one of the men had before been under fire or seen service of any kind afloat.

We received no material injury beyond disabling the steering apparatus.

I expended altogether 37 shell. For list of casualties please find enclosed surgeon's report.

Very respectfully, your obedient servant,

HENRY T. KEENE,
Acting Master, Commanding.

Lieutenant-Commander F. M. RAMSAY,
Commanding Third District, Mississippi Squadron.

[Subenclosure.]

Report of Acting Assistant Surgeon T. E. Clark of casualties on the U. S. S. Naiad.

JUNE 15, 1864.

Killed.—John J. Crennell, ordinary seaman.

Wounded.—Julius A. Coleman, acting master's mate, penetrating wound in anterior portion of left thigh; James M. Harrington, first-class pilot, lacerating wound in anterior portion of right ankle joint; William Fieg, ship's corporal, penetrating wound in left breast; John Howard, seaman, penetrating wound in calf of right leg; Henry C. Watson, boatswain's mate, contusion of forehead; William H. Dougherty, first-class pilot, contusion of right leg, very slight.

None of the wounds are dangerous.

Respectfully, your obedient servant,

THADDEUS E. CLARK,
Acting Assistant Surgeon.

Acting Master HENRY T. KEENE,
Commanding.

Report of Lieutenant-Commander Ramsay, U. S. Navy, transmitting report of the commanding officer of U. S. S. General Bragg, regarding engagement June 16.

U. S. S. CHOCTAW,
Off Mouth of Red River, June 18, 1864.

SIR: I have the honor to enclose herewith the report of Acting Volunteer Lieutenant C. Dominy, commanding U. S. S. *General Bragg*, in relation to the action in which he was engaged on the 16th instant.

The *Bragg* is now lying at this place completely disabled, part of her walking beam having been shot away.

It is impossible to repair her at this place.

Chief Engineer Bickerstaff informs me that she can be repaired much quicker and with less expense at New Orleans, on account of the foundries there, than at Cairo.

I respectfully request orders in relation to her.

Very respectfully, your obedient servant,

FRANK M. RAMSAY,

Lieutenant-Commander, Comdg. 3d and 4th Districts.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

[Enclosure.]

U. S. S. GENERAL BRAGG,

Mouth of Red River, June 16, 1864.

SIR: I have the honor to report that the enemy opened fire on me this morning with four guns (at 1.45) while at anchor off Como Landing, in Tunica Bend. Slipping my cable, I immediately went to quarters and replied to their fire. After being engaged about five minutes one of the enemy's shot struck the walking beam, breaking it, and thereby disabling the engine completely. The vessel then drifted down the river, and I continued firing and silenced the enemy before I had drifted out of range.

I received in all 22 shots, several riddling the officers' quarters and cabin, two bursting on the berth deck, etc., but no material damage was done save by the one that disabled the machinery.

I fired in all 42 shots of different descriptions, mentioned in the gunner's report herewith enclosed.

One man slightly wounded in the head was the only casualty.

Enclosed please find report of ordnance expended, engineer's report of damage to his machinery, and surgeon's report of wounded.

I am, respectfully, your obedient servant,

C. DOMINY,

Acting Volunteer Lieutenant, Commanding.

Lieutenant-Commander F. M. RAMSAY, U. S. Navy,

Commanding 3d and 4th Districts Mississippi Squadron.

[Subenclosures.]

U. S. S. GENERAL BRAGG,

Off Mouth of Red River, June 16, 1864.

SIR: I have the honor to report the following as wounded in the engagement this morning at Como Landing, La.:

Joseph Fry, landsman, shell wound of scalp, slight.

Very respectfully,

F. A. CASTLE,

Acting Assistant Surgeon.

Acting Volunteer Lieutenant C. DOMINY, U. S. Navy,

Commanding U. S. S. General Bragg.

U. S. S. GENERAL BRAGG,
Off Mouth of Red River, June 16, 1864.

SIR: I most respectfully make the following report of the damages sustained by the engineer's department of this vessel, in the engagement at Como Landing this morning.

While working the engine slow, a shot struck the lower part of the main strap of the walking beam, 2 feet forward of the air pump rods, breaking it and carrying away 2 feet and 6 inches of the point of the skeleton frame.

When the beam gave way, the momentum of the piston caused the upper portion of the mainstrap to bend. The piston being on the upstroke, or receding from the cylinder, and this destroying the clearance, brought the piston against the cylinder cover at the end of the stroke, breaking the cover. Until these accidents are repaired the engine is disabled for further use.

Very respectfully, your obedient servant,

JAMES MILLER,
Acting Chief Engineer.

Acting Volunteer Lieutenant C. DOMINY, U. S. Navy,
Commanding U. S. S. General Bragg.

Report of Colonel Scott, C. S. Army.

HDQRS. SOUTHWEST MISS. AND EAST LA.,
June 19, 1864.

GENERAL: I have the honor to submit the following facts:

Having anticipated a trip to the Mississippi River at a point above this, on General Buckner's arrival here I accompanied him on the 12th with two of my regiments and five guns to Tunica, the point where he desired to cross the river, arriving the next day. On the 14th, I made a reconnoissance and sent in under cover of night two 12-pounder howitzers and 3-inch rifle to Ratliff's Landing, and my two Sawyer guns to Como, about 3 miles above. At the former landing I encountered the *No. 53*, tinclad, which was so seriously injured that I have since learned she was grounded on Cat Island Bar. Their best tinclad (the *Bragg*) held Como Landing, she lying near enough to the bank for the use of sharpshooters, who were very effectual in keeping her men from her principal guns, which were fore and aft on deck, and was only relieved from destruction by a monitor which lay at Tunica Landing, 3 miles above. On her approach my guns were withdrawn. The *Bragg* still holding her position, I determined on the next day to concentrate all my guns against her, which was effectually done without their knowledge. At 1 a. m. I opened on her, firing 42 shots, 32 of which took effect, so completely disabling her that she had to be towed off by the monitor, who came again to her relief. During the engagement she succeeded in firing but 3 shots.

My ammunition for the rifled gun having nearly given out, I sent two 12-pounder howitzers and two Napoleons to Magnolia Landing, about 7 miles above Port Hudson, where we arrived at night.

Soon after my guns were placed in position, the *Landis*, a Government transport, came steaming down within 100 yards of the shore.

In consequence of inferior quality of friction primers, the guns failed to fire in battery. Some seven shots, however, were fired, during which time the boat signaled her distress, and two gunboats dropped down from Bayou Sara, 3 miles above. Having only smoothbores, my guns withdrew. On my march the next day down the Baton Rouge road, at Mrs. Newport's cross-roads, within 7 miles of Port Hudson, a force of infantry and cavalry from that place was most handsomely repulsed by Major Ogden.

From my experience since here, I have but little hesitation in saying that with guns of a proper caliber gunboats can be made very scarce, particularly tinclads. My 9-pounder Napoleon guns I consider a complete failure, and but little or no service, the carriages being too light. During the time I was operating above, I had Colonel Powers in the neighborhood of Baton Rouge for the purpose of occupying the enemy, who are in large force, and at the same time to sack some few Government plantations in that vicinity. In consequence of the high waters of the Comite, nothing could be effected. With the exception of a few slight wounds, I have sustained no injury during the different engagements.

J. S. SCOTT, *Colonel.*

Brigadier-General WIRT ADAMS,
Commanding Cavalry Division, Jackson.

[Telegram.]

CLINTON, LA., *June 20, 1864.*

The gunboat *53*, attacked by me on the 15th, has been beached on Cat Island Bar, to prevent her sinking. The *General Bragg*, attacked on the 16th, has 32 shots through her, is entirely disabled, and nearly all her crew killed and wounded. Attacked the U. S. transport *Landis* 6 miles above Port Hudson on night of 16th. She reported sunk near Baton Rouge.

J. S. SCOTT,
Colonel, Commanding District.

Major-General S. D. LEE.

Report of Acting Ensign Thomas, U. S. Navy, commanding U. S. S. Robb, regarding affairs off Hickman, Ky.

U. S. S. ROBB,
Off Hickman, Ky., June 17, 1864.

SIR: I have the honor to report that since my last report of the 14th all has been quiet here until this morning, when a flag of truce made its appearance at the picket lines from the command of the rebel Colonel Tansil, proposing to return the goods taken last week from the citizens of Hickman. The commanding officer of Federal forces has very wisely refused further communication. The force of the rebels is not known, though not large. Is said to be a guerilla gang, raised in the vicinity of Dresden, Tenn. Considerable cotton and tobacco are being shipped from this point up river. The forces here, I learn from the adjutant-general of district, will be

removed to Columbus on the 19th, when they will be able to dispense with the services of the *Robb*.

Very respectfully, your obedient servant,

LLOYD THOMAS,
Acting Ensign, Commanding Robb.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Ensign Thomas, U. S. Navy, to report at Mound City, Ill.

MOUND CITY, June 18, 1864.

SIR: As your presence is no longer necessary at Hickman or Columbus, you will proceed to this place without delay and report to me.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Acting Ensign LLOYD THOMAS,
Commanding Robb.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Fitch, U. S. Navy, regarding services of the U. S. S. General Pillow.

MOUND CITY, June 18, 1864.

SIR: Your communication of the 8th instant, requesting me to send you the *General Pillow* to operate in and about Green River, [Ky.], has been received.

I have to inform you in reply that this vessel can not be spared.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander LE ROY FITCH,
Commanding U. S. S. Moose and 10th Dist. Miss. Squadron.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Volunteer Lieutenant Laning, U. S. Navy, commanding U. S. S. Rattler, for release of steamer Robert Emmet.

U. S. S. BENTON,
Off Natchez, June 19, 1864.

SIR: You can release the *Robert Emmet*, as I am sure we will not be able to make a case against her with the evidence we now possess. I am told she is going to Memphis.

Very respectfully, your obedient servant,

JAMES A. GREER,
Lieut. Comdr., Comdg. Benton and 5th Dist. Miss. Squadron.

Acting Volunteer Lieutenant JAMES LANING,
Commanding U. S. S. Rattler.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Volunteer Lieutenant Laning, U. S. Navy, Commanding U. S. S. Rattler.

U. S. S. BENTON,
Off Natchez, June 19, 1864.

SIR: You will proceed to Cairo by the *New National* and report to Admiral Porter for further orders.

Place Mr. Glenney in charge of the *Rattler*.

Very respectfully, your obedient servant,

JAMES A. GREER,

Lieut. Comdr., Comdg. Benton and 5th Dist. Miss. Squadron.

Acting Volunteer Lieutenant JAMES LANING,
Commanding U. S. S. Rattler.

Letter from Brigadier-General Buford, U. S. Army, to commanding officer of gunboat, transmitting copy of instructions for cooperation in protection of Federal stores at mouth of White River.

HEADQUARTERS DISTRICT OF EASTERN ARKANSAS,
Helena, June 19, 1864.

SIR: Enclosed I send you a copy of my instructions of this date to Captain Hunter and request your cooperation. I think the traders should ship to Memphis or Cairo all their stores except the necessary supplies for small population on the island who are engaged in the Government service. It is treason to supply the enemy. I desire that you and Captain Hunter should advise them to follow the dictates of patriotism and prudence.

Your obedient servant,

N. B. BUFORD,

Brigadier-General, Commanding.

COMMANDING OFFICER OF GUNBOAT,
Mouth of White River.

[Enclosure.]

Helena, June 19, 1864.

SIR: Your dispatch of the 18th is received. I this day send you seven days' rations for 50 men, to be issued to the negroes you have employed in constructing your defenses. I commend you for your decision in taking energetic measures. You will use all the resources on the land to defend your post. You will compel the aid of every man within your reach in case of an emergency. You will request the commander of the gunboat to place himself in such position as to render you aid and afford you a safe retreat on his boat in case you are attacked with overwhelming force.

You and he will take such measures as to prevent the enemy from capturing the provisions and clothing in the warehouses of the wood contractors or the trade stores. If the emergency justifies it, you will compel them to ship their articles on some of the steamboats and, in the last extremity, destroy them. You will restrict the trade to the narrowest limits. Captain Prichett wrote me that the surgeon of

the *Tyler* would give your command medicines and attendance. You can apply also, with perfect assurance of assistance, to Captain Phelps. I have written to General Canby this day of your situation, and trust he will take steps for your relief. Write me and send me a diagram of your position and that of the gunboats and the trade stores.

Your obedient servant,

N. B. BUFORD,
Brigadier-General, Commanding.

Captain J. R. C. HUNTER,
Twelfth Iowa Vols., Comdg., Mouth of White River.

Report of Lieutenant-Commander Greer, U. S. Navy, transmitting copy of key to Confederate cipher code.

U. S. S. BENTON, *off Natchez, June 20, 1864.*

SIR: Enclosed I have the honor to forward a copy of the key to cipher code used by the rebel General Kirby Smith's command. It was brought in by a major who deserted and gave himself up.

General Canby has a copy, and I will send one to Captains Ramsay and Foster.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieut. Comdr., Comdg. Benton and 5th Dist. Miss. Squadron.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

[Enclosure—Cipher key.]

i	m	p	e	r	s	o	n	i	f	i	c	a	t	i	o	n	a	l	y
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
a	b	c	d	e	f	g	h	i	j	k	l	m	n	o	p	q	r	s	t
13	21	12	22	4	10	23	24	1	25	26	19	2	8	7	3	27	5	6	14
18								9						16					
								15											
								11											
								u	v	w	x	y	z						
								28	29	30	31	20	32						

I, me, mine.....	o	which	7'	but	φ	am, is, are	c-)
you, your, yours.....	1'	what	8'	to	III	was, were	+
				of	∇		
we, us, our, ours.....	2'	there	9'	for	∇	be	⊙
he, him, his.....	3'	the	+	from	\$	will	+++
they, them, theirs.....	4'	a	++	at	U	have, has	∞
who, whom, whose.....	5'	and	⊕	on	v	had	=
that.....	6'	not	±	it	∧	with	ψ
millions.....	—	thousands	3	hundreds	Q		

Some letters occurring more than once in the key word have more than one number, either of which may be used; it is best to use them alternately.

The characters may be used or the words spelled.

Where the word occurs often it is better to do both.

Double letters as ll-cc-pp-&c., are written, l̄9, l̄2, 3̄.

Numerals as 32-20-1-2-3 are written 3̄2-2̄0-1̄-2̄-3̄.

If exceeding the largest number used in the alphabet, the number is written without any dot, simply thus, 40. 80. 90. 60.

Millions, thousands, and hundreds are indicated by placing the number before the characters.

When deemed expedient for greater security, each letter may be numbered by the number of its fifth letter, thus *a* would take the number or numbers of *e*, and *e* the numbers of *i* and *w*, the number of *a*—*x*, the number of *v*, and *c*. When this is done it must be indicated by placing (5) immediately before the word in which the change begins and when the original order is resumed it will be indicated by placing (1) immediately before the word.

Report of Lieutenant-Commander Foster, U. S. Navy, regarding the location of vessels under his command.

U. S. S. LAFAYETTE, June 20, 1864.

SIR: Since writing to you last, everything has been quiet in my district, but from threatening appearances at present, I have withdrawn the *Nymph* from below Baton Rouge, and now have all my vessels between Morganza and Baton Rouge. As soon as the *Ouachita* and *Juliet* arrive, I will be enabled to place two boats between Donaldsonville and Baton Rouge, and I have no doubt that they will be able to do all required between those points, as there is little danger to be apprehended there.

One of my boats, the *Chickasaw*, is now stationed in Captain Ramsay's district on account of the disabling of the *Bragg* and another of his vessels. This was done at his request.

I am, sir, very respectfully, your obedient servant,

JAS. P. FOSTER,

Lieutenant-Commander, Comdg. 2d Dist. Mississippi Squadron.

Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Master Rogers, U. S. Navy, for temporary detachment from the U. S. S. Pittsburg.

U. S. S. BENTON,

Off Natchez, June 20, 1864.

SIR: You are temporarily detached from the *Pittsburg* and will assume command of the U. S. S. *Forest Rose*.

Very respectfully, your obedient servant,

JAMES A. GREER,

Lieut. Comdr., Comdg. Benton and 5th Dist. Miss. Squadron.

Acting Master G. W. ROGERS,

Commanding U. S. S. Pittsburg.

Order of Lieutenant-Commander Greer, U. S. Navy, to commanding officer of U. S. S. Forest Rose, regarding duty for that vessel.

U. S. S. BENTON,
Off Natchez, June 20, 1864.

SIR: The neighborhood of St. Joseph being that which should be most watched, you will be about there or Bruinsburg principally, making a trip down to Waterproof occasionally.

Mr. Canada can not go north until the other pilot comes back. Let me know when Mr. Canada comes back from New Orleans.

Very respectfully, your obedient servant,

JAMES A. GREER,
Lieut. Comdr., Comdg. Benton and 5th Dist. Miss. Squadron.

COMMANDING OFFICER, U. S. S. FOREST ROSE.

Letter from the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, transmitting report of chiefs of bureaus of Navy Department, regarding the establishment of an independent naval station at Cairo, Ill.

NAVY DEPARTMENT, June 20, 1864.

SIR: The Department contemplating the establishment of a naval station at or near Cairo, Ill., independent of the squadron employed on the Western waters, referred the subject to the chiefs of the Bureaus of Yards and Docks, Construction, Provisions and Clothing, and Equipment and Recruiting for their opinion, which is given in their joint report of the 10th instant, copy of which is herewith enclosed. Those officers report favorably on the project, and the Department proposes to establish such a station on the 1st proximo. It will be pleased to receive from you any suggestions or recommendations with regard to the assignment of officers for duty there.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Fitch, U. S. Navy, enclosing Special Order No. 23, from Major-General Sherman, U. S. Army.

MOUND CITY, June 20, 1864.

SIR: I enclose herewith a copy of Special Field Orders No. 23,* issued by Major-General W. T. Sherman.

You will understand its import and be governed accordingly.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander LE ROY FITCH,
Commanding U. S. S. Moose and 10th Dist. Miss. Squadron.

Order of Lieutenant-Commander Greer, U. S. Navy, to commanding officer of the U. S. S. Rattler.

U. S. S. BENTON,
Off Natchez, June 20, 1864.

SIR: Upon the arrival of the *Pittsburg* you will proceed to the *Mound City* and deliver the accompanying letter to Captain Langthorne. When he is ready, bring him down to this place, stopping at the *Pittsburg* and *Forest Rose*, to take on board the officers ordered down. I wish you here by 7 a. m. on Wednesday next.

Very respectfully, your obedient servant,

JAMES A. GREER,
Lieut. Comdr., Comdg. Benton and 5th Dist. Miss. Squadron.

Acting Volunteer Lieutenant JAMES LANING,
Commanding U. S. S. Rattler.

Letter from Lieutenant-Commander Owen, U. S. Navy, to Major-General Canby, U. S. Army, giving information of Confederate affairs obtained from paroled prisoners.

U. S. S. LOUISVILLE,
Off Skipwith's Landing, June 20, 1864.

GENERAL: I have the honor to send for your information the following, received from 17 paroled prisoners captured from the *Lebanon* and *Clara Ames* (cotton boats) and sent to me by Captain Baldwin, commanding U. S. S. *Romeo*: Burbridge is encamped 7 miles back and about 4 miles above the railroad which comes into Eunice, with a very large force, having eighteen pieces of artillery, two of which are 20-pounder Parrotts, the rest 6 and 12 pounder pieces, mostly rifles. He has also 4 24-pounder pieces on the way, which will probably be in to-day (20th instant). They are now on or near Bayou Clay, over which they are constructing bridges, intending to attack us about Choctaw Island and foot of Cypress Bend. Montgomery and Ross are said to be ready to cooperate on the Mississippi shore with twelve pieces of artillery. Colonel Greene is with Burbridge's command.

General Fagan had his headquarters at Monticello. He will probably be in to command the whole. Marmaduke was at Lake Village with ten or twelve pieces of artillery. Marmaduke left Lake Village Saturday (18th instant) and has moved north. Couriers and pickets are constantly seen on the Arkansas bank. Burbridge has a large number of horses, mules, wagons, etc., and others coming in. Arms and ammunition said to be in abundance. Shelby has gone to Missouri. Kirby Smith still at Shreveport. These men state the enemy intend blockading the river as long as possible and then all go to Missouri. General Taylor is said to be on his way to join Marmaduke with quite a force. These paroled prisoners positively state the enemy intend trying to stop the navigation of the river between Columbus and head of Cypress Bend. I feel sure the information received from these men is reliable. If the enemy does come to the bank of the river, as he threatens, a military cooperation

will be necessary to clear the river of him. I have only been able to hear that Marmaduke has about 1,000 men and Fagan 3,500.

I have the honor to be, general, your obedient servant,

E. K. OWEN.

Lieut. Commander, Commanding 6th Dist., Mississippi Squadron.

Major-General E. R. S. CANBY,
Commanding Division of West Mississippi.

Report of Lieutenant-Commander Owen, U. S. Navy, regarding expedition up the river, June 20, carrying information regarding the movements of the enemy.

U. S. S. LOUISVILLE,

Off Napoleon, Ark., June 23, 1864.

SIR: On the 19th instant, Acting Master Baldwin, commanding the *Romeo*, communicated to me the intelligence that Marmaduke, with his command and those of Burbridge, Greene, and Fagan, with eighteen pieces of artillery from 6 to 20-pounders, were 7 miles back of Eunice, in Arkansas, with the object, as he was informed, of blockading the river. Captain Baldwin considered his intelligence perfectly reliable, and, upon the strength of the report, I ordered the *Prairie Bird* to Skipwith's, and on her arrival on the 20th, I immediately got underway and stood up the river. On arrival at Columbia, I landed and gained the information from a good Union and reliable man that the enemy were on their way up the river in heavy force of infantry and artillery. I proceeded on up. On arriving at Gaines Landing I could discover nothing indicating the presence of the enemy in that neighborhood. I proceeded on up to Cypress Creek, where I communicated with a man well known in this district for his Unionism, and he informed me that the enemy had crossed, on the 20th, Cypress Creek and Bayou Bartholomew with cavalry, infantry, and artillery, and were then marching on the Monticello and Napoleon road toward the Arkansas River. I stopped at Jersey Point, and saw a Mr. Williams and his son. His son had been amongst the rebels the day before, and he positively stated he counted forty-three pieces of artillery. The number of troops he could not estimate. From what he could learn they were going to Pine Bluff. At Island [No.] 76 I communicated with the *Marmora*, who informed [me] that Colonel Montgomery, with three pieces of artillery borrowed from Ross, was then in the neighborhood of Bolivar, waiting for the river to fall to interrupt navigation. I sent the *Marmora* to Cypress Bend and Gaines Landing, having previously sent the *Romeo* to Columbia and vicinity. I left 76 this morning, and hearing the *Tyler* had gone up the Arkansas with a convoy of vessels, I went at once to Napoleon and thence to White River, for the double purpose of informing the naval and military authorities of the movements of the enemy. I was glad to learn the *Tyler* had gone up the White instead of the Arkansas River. I forwarded, through Mr. Booby, in charge of the *Lexington*, a communication to the nearest military commander; it passed, however, first through the hands of Captain Bache, commanding the *Tyler*.

I remained at White River about an hour, that Dr. Mixer might prescribe for the many sick I have on board. Yesterday the Tenth Missouri (rebel) attacked the station at White River and were repulsed with a loss of 3 killed and 3 wounded. I am now going to Niblett's plantation, opposite the head of Island [No.] 76, to see about a rebel camp said to be there. The river being high, steamers now use the short [cut], passing Island [No.] 76 to the west. At low water the channel on the Mississippi shore has to be used. The channel runs close to the bank and the enemy's old earthworks that remain. I dispatched General Slocum the tenor of Captain Baldwin's communication.

I am, sir, very respectfully, your obedient servant,

E. K. OWEN.

Lieutenant-Commander, Commanding Sixth District.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Mitchell, U. S. Navy, regarding the capture at Osceola, Ark., of Paskil Rice.

U. S. S. HUNTRESS,

Off Hickman, Ky., June 21, 1864.

SIR: I have the honor to inform you that a few days since, Acting Master Marshall, of the *New Era*, captured at Osceola a man named Paskil Rice, said by the people there to be a notorious jayhawker.

I directed him to be held on board the *New Era* until the necessary evidence could be gathered to convict him before sending him to Cairo. The principal witness against him has gone away from the place. The people at Osceola would like to try him, and say they would shoot him if found guilty. Shall I have him turned over to them? They executed two of them about a week ago, so they told Captain Marshall, and, besides, I found an account of the shooting of them in a letter put on board here to be mailed, and which I opened.

Very respectfully, your obedient servant,

JOHN G. MITCHELL,

Lieutenant-Commander, Commanding Eighth District.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron,
Flagship Black Hawk, Mound City, Ill.

[Endorsement.]

Turn him over to the people of Osceola. Have him shot, and ascertain to a certainty that it has been done.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Pattison, U. S. Navy, for information regarding means of supplying contraband of war to the Confederates.

MOUND CITY, June 21, 1864.

SIR: You will, as soon as practicable, give me all the information you have in relation to the manner the rebels have been heretofore

supplied with contraband of war, who were the military commanders, and who the Treasury agents.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander THOMAS PATTISON,
Commanding Naval Station, Memphis, Tenn.

Report of Lieutenant-Commander Phelps, U. S. Navy, regarding three cotton-trading steamers en route to Cairo for examination, as prizes.

U. S. GUNBOAT HASTINGS,
Memphis, June 21, 1864.

SIR: Three cotton trading steamers en route to Cairo as prizes are passing here now. Many of their people were very anxious to get clear upon one pretext or another, but I have judged it best to send the whole forward for examination by the district attorney, and such as he considers necessary he can secure as witnesses by requiring bonds or otherwise. I am of opinion that Mr. Weldon will require all his wits to get much out of the people, except from the deck hands.

The revenue aids are claiming exemption on the ground of being customs officers, but I regard them as of the worst offenders. One or two of them act as clerks of the steamers as well as revenue aids. At all events not a soul of these men who can be on such terms with rebels shall leave the vessels till released by you or by the commandant. I have no sympathy with any of them, and don't believe a word they say or swear to.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

P. S.—Mr. Weldon's attention will be invited to the case of these revenue aids. As, if there is evidence to condemn the vessels, why should not these United States officers be liable to punishment for treasonable intercourse with the enemy and dereliction of duty? It is in evidence in the affidavits sent forward that the enemy had been going on board these vessels from the 10th to the 15th, and I think it will be shown that one of the revenue aids is an interested party in the cotton.

S. L. PHELPS.

[Telegram.]

ST. LOUIS, June 21, 1864.

We have sent or are loading six boats for Nashville under requisition. Is there sufficient convoy on the Cumberland? Guerrillas are said to be abundant.

LEWIS B. PARSONS,
Colonel and Chief Quartermaster.

Admiral D. D. PORTER,
Mound City.

Report of Lieutenant-Commander Greer, U. S. Navy, transmitting correspondence regarding proposed expedition of steamer Brazil from Natchez, Miss., for restriction of trade.

U. S. S. BENTON,
Off Natchez, June 21, 1864.

SIR: Enclosed I have the honor to forward copies of letters that passed between Colonel Farrar, commanding the district of Natchez, and myself; they explain themselves. In my letter the reference to vessels lying at a military post refers to those which may be seized by customs officers or by military authorities for violating local rules.

My letter to Colonel Farrar put a stop to the proposed expedition, and I think he understands now our relative positions. I have supplied him with a copy of General Order 209.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieut. Comdr., Comdg. Benton and 5th Dist. Miss. Squadron.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

[Enclosures.]

HEADQUARTERS UNITED STATES FORCES,
Natchez, Miss., June 20, 1864.

CAPTAIN: The colonel commanding desires to inform you that he proposes sending the steamer *Brazil* up the river at 10 o'clock this p. m., with proper officers on board, for the purpose of overhauling certain boats, and requests that you will favor him with a reply, stating whether the proposed arrangements will be infringing upon your orders and regulations or meets your approval and concurrence.

By order of B. G. Farrar, Colonel, Commanding:

[DAVID L.] KINNINMENT,
Lieutenant and Acting Aid-de-Camp.

Captain JAS. A. GREER,
Commanding U. S. S. Benton.

U. S. S. BENTON,
Off Natchez, June 20, 1864.

COLONEL: Your communication of this date in regard to sending the *Brazil* up the river to overhaul certain boats is received.

According to my instructions, I am willing to cooperate to the fullest extent, but have respectfully to state that if there is anything wrong about boats now in my district, viz, between this and Vicksburg, I will, upon receiving tangible information, act against them, but can not allow any other than a naval vessel so to act. The overhauling of boats not lying at a military post is a duty that appertains solely to the Navy.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieut. Comdr., Comdg. Benton and 5th Dist. Miss. Squadron.

Colonel B. G. FARRAR,
Commanding Post, Natchez.

[Telegram.]

HEADQUARTERS,
St. Louis, June 21, 1864.

The presence of one gunboat near New Madrid would add so much to its safety in case of a raid from Shelby, which the people of southern Missouri seem to apprehend, that I beg to ask if possible that one on the Cairo station may be sent to that point and vicinity.

W. S. ROSECRANS,
Major-General.

Admiral PORTER,
Mound City.

[Telegram.]

MOUND CITY, June 22, 1864.

I will send a gunboat as soon as I can procure one.

DAVID D. PORTER,
Rear-Admiral.

Major-General W. S. ROSECRANS,
St. Louis, Mo.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Ensign Thomas, U. S. Navy, commanding U. S. S. Robb, transmitting order for the U. S. S. Carondelet to proceed to New Madrid.

MOUND CITY, June 22, 1864.

SIR: Proceed down the Mississippi until you find Lieutenant-Commander Mitchell in the *Carondelet* and deliver him the accompanying letter. You may find him at Fort Pillow. After executing this duty, return without delay to this place.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Acting Ensign LLOYD THOMAS,
Commanding U. S. S. Robb.

[Enclosure.]

MOUND CITY, June 22, 1864.

SIR: I send you a telegram referring to some trouble at New Madrid. Proceed thither without delay and ascertain what the difficulty is. Leave a gunboat there to guard the place.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander JOHN G. MITCHELL,
Comdg. U. S. S. Carondelet and 8th Dist. Miss. Squadron.

[Telegram.]

MOUND CITY, *June 22, 1864.*

No difficulty about convoy on the Cumberland River.

DAVID D. PORTER,
*Rear-Admiral.*Colonel LEWIS B. PARSONS,
Chief Quartermaster, St. Louis, Mo.

Letter from Rear-Admiral Porter, U. S. Navy, to Charles Eames, esq., accepting proposition to attend to prize matters for the Mississippi Squadron.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, June 22, 1864.

SIR: I beg leave to acknowledge the receipt of your communication in relation to prize matters and accept your proposition, but these matters must be attended to at once, and you should proceed to Springfield without delay. Draw up a power of attorney to attend prize cases of this squadron, and I will approve it at once.

There is now cotton amounting to \$2,250,000 before the court, all of which would be condemned if properly looked after.

The trickery and corruption practiced is beyond conception. I, soon after my arrival here, became aware of the grasping character of the Treasury Department, which managed to have prize property condemned as violation of Treasury law. All cases had lately been libeled as prize to the Navy. The claims put in by the Treasury are preposterous. I would like to know what would have become of the cotton had I not seized it. It all actually belonged to the rebel Government and would have gone through Texas to Europe or been burned. The court at Springfield is admitting claimants to plead when cotton is actually marked C. S. A. To save this large amount to the Navy and the pension fund, prompt action is necessary. About a million of dollars is still in the hands of the court, or of the marshal, who makes no return of it. I have sent over 7,000 bales to court, and not a cent has yet come into our hands, nor will it if not properly attended to. I know cases where hundreds of bales were sworn to by persons who never heard of it before it went to court.

I could not, in a limited space, enter into the details of all the roguery practiced, and it is necessary that I should see you and talk with you on the subject. I shall leave here early in July for the North, and if you could come here before I leave it would facilitate matters very much.

Very respectfully, your obedient servant,

DAVID D. PORTER,
*Rear-Admiral.*C. EAMES, Esq.,
Washington, D. C.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Master Rogers, U. S. Navy, commanding U. S. S. Forest Rose, for the arrest of steamer Idaho.

U. S. S. BENTON,
Off Natchez, June 22, 1864.

SIR: Arrest and send to me at this point the cotton steamer *Idaho*. When you seize her, take a list of the goods on board. Examine all trading boats frequently for articles contraband, taking list of stock, etc.

Very respectfully, your obedient servant,

JAMES A. GREER,
Lieut. Comdr., Comdg. Benton and 5th Dist. Miss. Squadron.
COMMANDING OFFICER, U. S. S. FOREST ROSE.

Operations in White River, Arkansas, including skirmish at White River Station, June 22, and capture of U. S. S. Queen City at Clarendon June 24, followed by engagement of U. S. steamers Fawn, Tyler, and Naumkeag with force under Brigadier-General Shelby, C. S. Army.

Report of Commander Townsend, U. S. Navy, transmitting report of Acting Master Ferguson, U. S. Navy.

U. S. IRONCLAD STEAMER ESSEX,
Memphis, Tenn., June 28, 1864.

ADMIRAL: I have the honor to enclose herewith a copy of a letter just received from Acting Master Ferguson, commanding the *Silver Cloud*, in which he gives information of the probable capture of the *Queen City*, off Clarendon, on White River. It is the only account of the affair I have received. Captain Phelps is below and probably is doing whatever may be necessary.

I have the honor to remain, very respectfully, your obedient servant,

ROBERT TOWNSEND,
Commander, U. S. Navy.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

The boat is just leaving, and I wish you to receive the news by the first opportunity.

[Enclosure.]

U. S. S. SILVER CLOUD,
Off Helena, June 27, 1864.

SIR: I have the honor to report that I have reliable information that the gunboat *Queen City* was captured by the enemy on the morning of Friday last, off Clarendon, on the White River. This information I gained through a flag of truce which came into General Buford's lines this afternoon. The officer in charge of the flag had a proposal from the rebel general Shelby to exchange a naval officer and some seamen for prisoners whom the general commanding this post had captured lately. The rebels say the guns, ammunition, etc.,

of the *Queen City* were taken ashore and the boat itself burned; they also report the officers and crew prisoners. Before this flag of truce came in, a citizen who had arrived here from the neighborhood of Clarendon, reported the capture of the *Queen City* and said that Shelby (the rebel general) was going to put her guns in battery on shore and blockade the river.

I am, sir, very respectfully, your obedient servant,

W. FERGUSON,

Acting Master, Commanding U. S. S. Silver Cloud.

Commander TOWNSEND, U. S. Navy,

Commanding U. S. S. Essex.

Report of Lieutenant-Commander Phelps, U. S. Navy, regarding movement of transports out of White River.

U. S. GUNBOAT HASTINGS,

Commerce, Miss., June 20, 1864.

SIR: At Devall's Bluff I learned that Shelby, with between 2,000 and 3,000 men and a battery of artillery, had gone around General Steele, crossing the Arkansas at Dardanelle, thence striking White River north of Batesville, crossing it at that place, and Black River above Jacksonport. He had marched down the east bank of White River to within 35 miles of Devall's Bluff, establishing himself at Cotton Plant. This looks very much like a threat along White River from Clarendon down. I found all quiet except a few of Shelby's men had been in below Clarendon and had fired with musketry at two or three transports. I had the *Queen City*, *Naumkeag*, and *Fawn* between Clarendon and St. Charles, and when I found the *Lexington* at the mouth of White River ordered the *Tyler* for service about Clarendon, but to my astonishment nine transports came out of White River on the evening of the 18th to go up the Arkansas, which stream had risen considerably. Colonel Fenn had come with this fleet of boats, charged with getting it to Little Rock and thence to Fort Smith. He had dispatches from both places, representing the river in good stage and rising. He was fortified with letters from Generals Rosecrans and Steele, and was authorized to assume large risks in the attempt to get the fleet through, and, finally, he had an endorsement from you, directing me to give convoy if I regarded the stage of water such as to make it prudent. I accordingly gave the convoy, first stating that I thought the risk to the transports very great and that beyond South Bend I would not send more than one tinclad, which would have peremptory orders to turn immediately back and hasten out of the river from Pine Bluff. The fleet left yesterday about noon, escorted by the *Tyler*, *Fawn*, and *Naumkeag*, all under command of Lieutenant-Commander Bache, whose orders are to proceed only as high with the *Tyler* as the stage of the river renders prudent, and in no event beyond South Bend, where he is to turn back with her and the *Naumkeag*. From the mouth of the Arkansas to South Bend (about 25 miles above the post) may be esteemed as the dangerous part of the river for the fleet, and there the road from Pine Bluff crosses the river. It is part of the programme that a large cavalry force shall come down that road to meet

the transports, and the distance by road from Pine Bluff may be 50 miles. Captain Bache will turn the fleet back if he learns in any manner with certainty that the enemy has guns upon the river. The transports will not be likely to get out of the river this summer, but the gunboats incur little risk, although the *Fawn* will have three or four days' time in the river, which is very tricky, and she may get caught. I have tried to secure them all by the arrangements made, and have felt that you would, provided there was almost a certainty of sufficient water, not hesitate to incur other risks when the army deemed the exigency great enough to take the chances with the transports while admitting the danger.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Phelps, U. S. Navy, transmitting report of commanding officer of U. S. S. *Lexington* regarding skirmish at White River Station, June 22.

U. S. GUNBOAT HASTINGS,
Helena, June 24, 1864.

SIR: I enclose a communication from the commanding officer (pro tem.) of the *Lexington*, in regard to an attack upon the camp at the White River Station. Later advices report reinforcements to the enemy and probability of a renewed attack.

General Buford is now preparing a force, of which he will take command, to take down to White River. Two hundred of the soldiers go down on board this vessel. We will reach there by about midnight.

The reports I receive here conflict with those I received from an officer of ours who reached Memphis, in regard to the failure of the convoy to get up the Arkansas. General Buford informs me that the report made to him was that it was the occupation of Arkansas Post in force by the enemy which turned the fleet back, and I have since questioned the officer and find that he did not altogether understand Captain Bache, from whom I have not yet received a written report.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

[Enclosure.]

U. S. S. LEXINGTON,
Off White River Station, June 22, 1864.

SIR: I have the honor to report that an attack was made on this place at 4:30 o'clock a. m. by the Tenth Missouri Regiment (rebel), under command of Colonel R. R. Lawther.

The garrison here had just completed the stockade on which they were engaged when you left, and in it they fought bravely, though their pickets had been surprised and the rebels were close upon them before they were discovered.

The *Lexington* had steam up, and moved immediately out into the stream and opened on them a rapid fire. The enemy was quickly repulsed, and retired to the woods. We had no casualties, and of the garrison 1 was killed and 4 wounded. One negro was killed, and two families of the refugees carried off.

Two dead and 3 wounded rebels fell into our hands, but most of their killed or wounded were dragged off the field.

The wounded, Federal and rebel, are being cared for on this ship.

Had there been another armed vessel here, I could have cut off their retreat and captured the whole command, but I did not deem it prudent to leave this point with the *Lexington*.

Enclosed please find report of Acting Gunner L. Frederic of amount of ammunition expended.

I am, respectfully, your obedient servant,

HENRY BOOBY,
Acting Ensign, Commanding.

Lieutenant-Commander S. L. PHELPS,
Commanding Sixth District, Mississippi Squadron.

Letter from Lieutenant Bache, U. S. Navy, to Major-General Steele, U. S. Army, referring to skirmish at White River Station, June 22.

U. S. S. TYLER, *June 24, 1864.*

MY DEAR GENERAL: The boat which I sent up White River has returned, having met with no force of the enemy. From information gathered, it appears Shelby is mostly engaged in conscripting. He has some force at Cotton Plant, and their headquarters is on Straight Lake. I have requested Colonel Mizner to send down a detail, in company with a gunboat, to cut down the trees within 10 or 12 feet of the bank in the Oxbone [Ox-Bows], on this river. It is supposed that the enemy, when the river gets lower, intends attacking boats there. He proposes cutting trees nearly in two, putting a charge of powder in the cut, and exploding it, so as to fell the trees as the boats pass, and to catch or smash them. The story seems plausible, and this is the most advantageous place on this river for a purpose of that kind. White River Station, where some 50 soldiers are stationed, was attacked by a regiment of rebels yesterday morning. They were soon driven off by the *Lexington* and the garrison, carrying off, however, most of their killed and wounded; we got, however, 2 killed and 3 wounded. Please excuse this hurried letter, as I am about starting. We shall start up the Arkansas to-morrow morning.

Very truly, yours,

GEO. M. BACHE, *Lieutenant.*

Major-General F. STEELE,
Commanding Department of Arkansas.

Report of Brigadier-General Buford, U. S. Army, regarding skirmish at White River Station, June 22.

HEADQUARTERS DISTRICT OF EASTERN ARKANSAS,
Helena, Ark., June 27, 1864.

GENERAL: On the 22d instant the little garrison of 50 men, commanded by Captain J. R. C. Hunter, of the Twelfth Iowa Infantry, at the mouth of White River, was attacked by the enemy, 300 strong, about daybreak, who had crossed the Arkansas River in small boats in the night, and, after an action of thirty minutes, was handsomely repulsed, with a loss to us of 1 killed and 4 wounded. The enemy's loss was about 30 killed and wounded; 5 of the latter, 1 an officer, falling into our hands. The little garrison was slightly intrenched in a hastily erected stockade. The gunboat *Lexington* was the only one present. She opened fire on the enemy in the woods after the repulse. Our force was too small to pursue, and as there was but one gunboat the orders of her commander forbade her leaving the station and preventing the enemy retreating across the Arkansas River. Captain Hunter and his little garrison deserve the highest credit. As soon as I was informed of the above facts, Captain S. L. Phelps, U. S. Navy, being at Helena at the time, and with his assistance, I embarked 800 troops on my two ferryboats and his gunboat *Hastings* and proceeded to the mouth of White River and ascended White River to the Cutoff, hoping the enemy had not left the island; thence to the Arkansas River and up it 10 miles, where I ascertained the attacking force was commanded by Colonel Lawther, Tenth Missouri Cavalry, C. S. Army, and they had crossed back on the 22d. My information led me to believe that General Marmaduke's force was between me and the Post of Arkansas, and that I was not strong enough to successfully attack him if I could find him. Captain Phelps objected to going farther up the river, as the banks of the river were such that the enemy, if in force equal to ours, could readily get out of our way, or attack us exposed in our crowded small boats. I returned to the mouth of White River and issued the enclosed order,* which strikes at the root of the evil. This order is simply enforcing principles to which I have before called your attention.

I have the honor to be your obedient servant,

N. B. BUFORD,
Brigadier-General, Commanding.

Major-General F. STEELE,
Commanding Department of Arkansas.

Report of Rear-Admiral Porter, U. S. Navy, announcing the capture of U. S. S. *Queen City*, at Clarendon, Ark., June 24.

MISSISSIPPI SQUADRON, FLAGSHIP *BLACK HAWK*,
Mound City, July 3, 1864.

SIR: I have the honor to inform you that I have heard indirectly that the tinclad steamer *Queen City* was destroyed up the White River by a rebel battery which opened on her at daylight [June 24].

* See p. 402.

I have not yet heard the circumstances connected with the capture, but think the report of the loss is true.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Phelps, U. S. Navy, regarding the capture of U. S. S. *Queen City*, at Clarendon, Ark., June 24.

U. S. GUNBOAT HASTINGS,
Mouth of White River, June 27, 1864.

SIR: I have information which appears to be reliable that the *Queen City* was captured by the enemy at Clarendon, Ark., on Friday morning, the 24th instant. Most of the officers and men are said to have effected their escape by swimming to the opposite side of the river. The enemy, under cover of night, planted artillery on the bank abreast of her, and it could not have been more than 80 yards distant, and at break of day opened on the vessel, which was disabled at the first fire in such a manner as not to make much resistance.

It is further reported that the rebels got three cannon off from her, with ammunition, when some of our gunboats, having heard the firing, came down from Devall's Bluff and forced the enemy to burn her. I will report as soon as I have official information.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander.

Acting Rear-Admiral PORTER.

Report of Acting Assistant Surgeon Westfall, U. S. Navy, regarding the capture of the U. S. S. *Queen City*.

U. S. S. TYLER, *June 24, 1864.*

SIR: The U. S. S. *Queen City*, lying at anchor off Clarendon, was attacked this morning between 3 and 4 o'clock by General Shelby, with two regiments of cavalry and four pieces of artillery. We were taken by surprise, no intimation of their approach being given until the firing commenced.

At the first or second round the starboard engine was disabled by a shell, and the effectiveness of the port one much injured by a piece of the same passing through the steam pipe.

After fighting fifteen or twenty minutes, the boat being completely riddled with shell and rifle balls, Captain Hickey decided to surrender her, telling the officers and men they could choose between being prisoners or jumping into the water to escape. The rebels, after robbing us of all our money and carrying ashore the wearing apparel, removed all the small arms, most of the ammunition, a 12-pounder howitzer, and the paymaster's stores, and then set fire to the boat. They intended to take the 24-pounders and one 32-

pounder to make a battery on shore, but fearing other gunboats would come before they could accomplish it, the project was abandoned.

Killed.—George Davis, seaman.

Wounded.—Acting Master M. Hickey, leg; Acting Assistant Surgeon L. Westfall, shoulder; Acting Ensign Fred [M.] Hathaway, hip; Acting Master's Mate E. N. Wild, neck, side, and leg; Michael Ryan, fracture of skull, with hernia cerebri; Charles Blair, scalp; Charles Hunter, arm; Walter Scott, leg; George Saunderson, leg.

Prisoners.—Acting Master M. Hickey, Acting Assistant Paymaster C. S. Sims, Acting Master's Mates E. N. Wild and Joseph [W.] Pardee, Pilot Henry Partee, and about 20 seamen and contrabands.

One white man and 1 negro were drowned. All the rest of the officers and men escaped to the opposite shore.

I did not hear General Shelby say what disposition would be made of the contrabands, but one of his officers said he supposed they would be treated as are the rest they had captured, kill them.

Very respectfully, your obedient servant,

LEWIS WESTFALL,

Acting Assistant Surgeon, U. S. S. Queen City.

Lieutenant GEO. M. BACHE, U. S. Navy,

Commanding U. S. S. Tyler.

[Enclosure.]

Officers and crew of the Queen City picked up by the U. S. S. Tyler.

Lewis Westfall, acting assistant surgeon, wounded; F. M. Hathaway, acting ensign and executive officer, wounded; Irvin Fox, acting first assistant engineer; G. W. Shallenberger, acting second assistant engineer; William P. Eakle, acting master's mate; William W. Poor, paymaster's steward; George A. Williams, surgeon's steward.

Crew.—John Carey, boatswain's mate; Charles Bowers, carpenter's mate; Wilbur F. Nevins, quarter gunner; James Smith, quarter gunner; S. Hilderbrand, first-class fireman; William Davis, second-class fireman; John Barber, officer's cook; Joseph Roberts, Henry F. Hazzel, Robert Smith, Charles Blair, Walter Scott, George Saunderson, seamen; T. Mooney, ordinary seaman; William F. Smith, first-class boy.

Colored.—Robert Booker, seaman; Robert Payne, ordinary seaman; Henry Roberts, John W. Smith, Fred Buckingham, Edw. Boler, Haden Johnson, A. Thompson, T. Gazter, landsmen.

Letter from Lieutenant-Commander Phelps, U. S. Navy, to Major-General Canby, U. S. Army, regarding the capture of the U. S. S. Queen City, and referring to the evident purpose of the enemy.

U. S. GUNBOAT HASTINGS,

Off mouth of White River, June 28, 1864.

GENERAL: From information deemed reliable I learned that Shelby attacked our gunboat at Clarendon on Friday morning, the 24th, capturing and burning her, and that firing from gunboats coming

down from Devall's Bluff was heard on that and the two succeeding days. No communication of any kind has been had north of Devall's Bluff since that time. Marmaduke, it is believed, occupies Red Fork Landing, on the Arkansas, having with him a very considerable force and a numerous park of artillery. It is supposed he designs cutting General Steele's communications by occupying the bluffs on the west side of the White River. There are three of the light gunboats at Devall's Bluff, and the fact that none have come through, and no transport as well, leads me to suppose that the blockade of the river has thus far been maintained against our forces.

I am, general, very respectfully, etc.,

S. L. PHELPS,

Lieut. Commander, Comdg. District Mississippi Squadron.

Major-General CANBY, U. S. Army,

Commanding Division of West Mississippi.

Letter from Lieutenant-Commander Phelps, U. S. Navy, to Brigadier-General Buford, U. S. Army, referring to the capture and burning of the U. S. S. *Queen City*.

U. S. GUNBOAT HASTINGS,

Mouth of White River, June 28, 1864.

GENERAL: I wrote to you a very hasty line last night to send up by the *New Missouri*. My informant in regard to the affair at Clarendon states that on Friday rebel pickets occupied his premises; that the soldiers stated that early daylight they fired upon the *Queen City* at close quarters, disabling her; that while taking off her guns, of which they had removed three, with some ammunition, the gunboats from Devall's Bluff came down and forced them to burn the *Queen City*. My informant heard the firing at daylight; also when the gunboats came down from above; also much of that day; and considerable firing occurred on Saturday and Sunday.

There are three of the light gunboats at the Bluff now. Not one of them has been below Clarendon since the 24th, when the *Queen City* was captured.

I buried a sailor found floating in the river. Put these facts together and the case looks bad, especially when we remember Marmaduke's movements, and I have considered it my duty to present the case to you as I see it, believing that thus far the enemy has held good the blockade of the river. There is but one other supposition, which is, that he has made so much of a demonstration against Devall's Bluff that the gunboats are absolutely required for its defense. I turned back after learning this much, in order to stop transports entering the river and to get the *Lexington* up. As soon as the *Silver Cloud* (No. 28) gets here, I will proceed up to the Bluff, unless I meet with more than I can manage by the way. Two transports are detained here, of course, and until I get positive information none will be permitted to pass us.

I am, respectfully, your obedient servant,

S. L. PHELPS,

Lieutenant-Commander.

Brigadier-General N. B. BUFORD,

Commanding District of Helena.

Report of Lieutenant-Commander Breese, U. S. Navy, transmitting the finding of the court of enquiry.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, Ill., September 6, 1864.

SIR: I enclose herewith a copy of the finding of the court of enquiry, convened by your order on the 8th day of August, 1864, to investigate the loss of the U. S. S. *Queen City*. The proceedings are rather voluminous and will follow.

Very respectfully, your obedient servant,

K. R. BREESE,
Lieutenant-Commander, U. S. Navy.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Finding of the court of enquiry convened to investigate the loss of the U. S. S. Queen City.

The court, having maturely considered the evidence adduced, is of opinion that Acting Master Michael Hickey, in himself, did all that could be done in defense of his vessel; that he had taken the usual precautions to guard against surprise and for defense, but that he was not supported by the executive officer, Acting Ensign F. M. Hathaway, and officers of divisions, Acting Ensign J. S. Roberts and Acting Master's Mate J. W. Pardee.

Had Acting Master Hickey been properly sustained by his officers, the result of the engagement would have been the same, but the Navy would not have suffered so much in credit.

From the evidence before it the court deems that Acting Ensigns Hathaway and Roberts did much, by their gross misconduct, to cause a surrender without any damage having been previously inflicted on the enemy.

The court further finds that General Order No. 84 was not carried out, but that the orders of Lieutenant-Commander S. L. Phelps, commanding the district, ordering the *Queen City* to guard the town of Clarendon, were strictly followed, and that at the time of the attack the vessel was lying at the best anchorage for the defense of that place and for self-defense.

K. R. BREESE,
Lieutenant-Commander, U. S. Navy, and President Court.

J. M. ALDEN,
Acting Ensign, Judge-Advocate.

[Telegram.]

MOUND CITY, *July 4, 1864.*

Bache attacked the rebel batteries on White River with three gun-boats. Killed and wounded a great many, with small loss to us. Caused destruction of the *Queen City*, we securing her guns, and drove off the rebels in splendid style, capturing one gun, ammunition, etc. Dispatches go by mail to you.

A. M. PENNOCK,
Fleet Captain, etc.

Rear-Admiral D. D. PORTER,
Spencer House.

Report of Lieutenant-Commander Phelps, U. S. Navy, transmitting reports regarding engagements of U. S. steamers *Fawn*, *Tyler*, and *Naumkeag* with force under Brigadier-General Shelby, C. S. Army, at Clarendon, June 24 and 25.

U. S. S. HASTINGS,
Off Mouth White River, July 1, 1864.

SIR: I have the honor to enclose herewith the reports of Lieutenant Commander G. M. Bache and others of the operations of the *Tyler*, *Fawn*, *Naumkeag*, and *Queen City* since the 20th ultimo, in the Arkansas and White rivers.

You will observe that our observation in regard to the movements of Marmaduke's force on the Arkansas was much more accurate than was supposed by those having charge of transportation in this department, and that the fleet of transports which left here on the 19th ultimo for Little Rock under convoy, was necessarily turned back by Captain Bache, who found the enemy occupying Red Fork Landing.

This fleet he convoyed to Devall's Bluff, and on the 24th again started down White River with the intention of once more attempting to ascend the Arkansas River, having been induced to do so by General Steele, who was incredulous as to the existence of a rebel force on that stream.

When on the way down, and before reaching Clarendon, 30 miles below Devall's Bluff, he learned of the capture of the *Queen City* by Shelby's force at that place. The transports were sent back to the Bluff, and Captain Bache, with the three gunboats, proceeded at once to attack and drive the enemy from his capture and from the river, which he accomplished in the most gallant style, after a sharp engagement, in which the enemy lost heavily. I refer you to the reports for the particulars, but invite your especial attention to the excellent judgment and cool bravery which secured this handsome result with those vulnerable craft by placing them where shells with one-fourth and one-half second fuzes told with fearful effect.

I also desire to commend to your notice Acting Master John Rogers, commanding *Naumkeag*, who is a seaman, has been a good while in service, and particularly attracted the attention of Captain Bache in the fight. It is proper to add that he has uniformly performed his duty with zeal and efficiency.

It is probable that you may deem a court of enquiry necessary to investigate the circumstances attending the loss of the *Queen City*. Two of her officers (wounded) will go to Cairo with orders to report to you. The statement of one of them is among the enclosed papers.

The *Tyler* met with an accident, which temporarily disabled her, but I have all the carpenters on the vessels here at work on her, and she will be ready for service in three or four days.

I am, very respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

[Enclosure.]

U. S. S. TYLER,

Off Clarendon, Ark., June 28, 1864.

SIR: I communicated personally with General Steele on the 23d instant. He desired very much to get the transports up the Arkansas River, not believing, as I did, that the enemy were on the river in force; he, however, left everything to me. Not wishing that the army should think us backward in cooperation, I determined to shove them there as far as the gunboats could go and let them trust to luck afterwards. The fleet of nine transports, accordingly, left Devall's Bluff at daylight on the 24th instant, accompanied by the *Tyler*, *Naumkeag*, and *Fawn*. When within about 10 miles of Clarendon we picked up some men on the west bank of the river belonging to the *Queen City*, who stated that that vessel had been captured by the enemy, Shelby, at 4 a. m. that morning. I immediately turned back the transports for the last time, and will now dismiss them altogether by referring you to the enclosed copy of a letter I have received to-day from Lieutenant-Commander Owen, which confirms the information I had previously received, and on which I acted in turning back the fleet on the 21st instant.

At 9 o'clock we received our first information of the capture of the *Queen City*, just five hours after it occurred. I knew the enemy had not had much time to get anything out of her, but thought they might attempt to fight her in cooperation with the shore batteries.

When within a few miles of Clarendon, however, we heard two successive reports, which proved subsequently to have been the unfortunate *Queen City* blowing up. Shelby, hearing us coming, had destroyed her.

At 9:45, the boats being in the following order, viz, *Tyler*, *Naumkeag*, and *Fawn*, and when abreast of Cache River, the enemy opened on this vessel, putting one of his first shots through the pilot house. We could only reply occasionally with a bow Parrott until nearly abreast, when, steaming slowly past, we gave them broadside after broadside of one-half second shrapnel and canister. Having passed, the *Tyler* rounded to, followed by the *Naumkeag*, and steamed up at them again (the *Fawn's* pilot had been mortally wounded and her bell arrangements carried away, which prevented her from participating again). I am told that the rebels now exclaimed in despair, "There comes that black devil again!" They had thought we intended merely running the blockade. After getting abreast of them, head upstream (as I intended continuing the fight), their fire was not so brisk as before, and I soon had the pleasure of seeing them skedaddling from the field, abandoning in their flight nearly everything they had captured within 300 yards of the bank.

The enemy had six guns of their own, 10-pounder rifles, 12-pounder smoothbores, and, I think, one 6-pounder. Besides these they used on us a 12-pounder Dahlgren howitzer, mounted on a field carriage, which they had taken from the *Queen City* and which we recaptured. The guns were in different positions, making four batteries, and, except the howitzers, entirely masked.

The howitzer was about 100 feet from the bank, and was fired only a few times before every one was driven from it. The vessels by my order used nothing during the fight but one-half and one-

quarter second shrapnel and canister from their smoothbore guns; shells were afterwards used in dislodging the enemy from some houses and the adjacent woods. Our fire was terrific; the trees on shore for the space of a mile are marked by our projectiles, and that low down. When an enemy abandons a light gun which he has just captured, and which two men could haul away, he must have been badly used.

The whole affair lasted only forty-five minutes. This vessel was hulled 11 times, doing no damage, however, beyond wounding 6 men and carrying away a worthless "coffee mill" gun. The boiler casemates stopped a 12-pounder ball. The iron about the *Fawn's* boilers also stopped a shot. The enemy's ammunition was defective, but few of their shells exploding. Besides the howitzer, the following articles were recaptured, viz:

Five boxes 12-pounder shrapnel, 2 boxes 12-pounder shell, 2 boxes 12-pounder canister, 2 boxes 24-pounder shell, 3 boxes 24-pounder shrapnel, 1 box 24-pounder canister, 5 32-pounder shell (fuzed), 2 32-pounder sponges and 1 rammer, 1 24-pounder sponge and rammer, 3 boarding pikes, 2 boats, and 1 anchor with about 30 fathoms of chain.

The enemy also abandoned some of their wounded prisoners, who made their way to us. I burned a large grist and saw mill, which afforded shelter to the enemy, and a pair of timber trucks, which might have been useful in transporting heavy pieces of artillery.

The *Tyler* has the following men wounded, viz:

M. Leonard, boatswain's mate, head and hand; J. Dillon, seaman, contused wound of leg; J. O'Brien, captain after guard, contused wound of shoulder; F. Gerard, quartermaster, flesh wound of thigh; G. Lochbaum, seaman, contused wound of leg; J. Campbell, cook, flesh wound of thigh.

Enclosed all the reports of Captains Grace and Rogers, by whom I was well supported.

Captain Rogers I would especially mention for the beautiful way he handled his vessel and his coolness in action. I was very much pleased with the behavior of Acting Ensign [Charles] Ackley and Acting Master's Mate [W. H. C.] Michael, of this ship.

I also enclose a letter* from the doctor of the *Queen City* in regard to the loss of that vessel, and also a list of the men whom we have picked up, and what disposition I have made of them.

The wreck of the *Queen City* lies about a mile below the town in 2 fathoms water. She was most completely burned and blown up, and her casemates have tumbled in on the guns, which we are now endeavoring to raise; they are all there except one 24-pounder howitzer. The water here is falling rapidly, and the enemy threatening to come in on the bluff about St. Charles.

We want at least six gunboats to keep the river open; the force I have at present is not sufficient.

Very respectfully, your obedient servant,

GEO. M. BACHE,
Lieutenant, Commanding.

Lieutenant-Commander S. L. PHELPS,
Commanding Seventh District, Mississippi Squadron.

* See p. 418.

[Subenclosures.]

U. S. GUNBOAT NAUMKEAG,
Off Clarendon, Ark., June 27, 1862.

SIR: I have the honor to report that, in compliance with your order, we got underway from Devall's Bluff on the morning of June 24 at 4:20 a. m., in company with U. S. gunboats *Tyler* and *Fawn* and a fleet of nine transports, bound for the Arkansas River. We proceeded down the river about 30 miles, when we met the *Fawn* and the headmost transport returning, with the intelligence that Clarendon was occupied by a rebel force of 2,700 men and a battery of four or five guns, under command of General Shelby, and that the gunboat *Queen City* had been captured.

I immediately stopped until you came up for orders, when the transports returned and we proceeded to Clarendon in line of battle, the *Tyler* taking the lead, *Naumkeag* the center, and *Fawn* the rear.

At 9 a. m. the enemy opened fire upon the fleet which was returned by us from our bow guns as soon as they would bear upon them. We followed the *Tyler* past the battery, giving them our broadside as we passed. After passing we rounded to, head upstream, shelling the enemy from our bow and broadside guns until they were driven from their covers. Under the protection of the *Tyler's* guns we ran into the bank, and recaptured a 12-pounder brass howitzer formerly belonging to the *Queen City*; we also recaptured five of her crew, two badly wounded, also her cutter and four oars. In this engagement we were struck several times, one 10-pound Parrott passing through the paymaster and executive officer's room, one 12-pound shrapnel exploding in the engineer's room; our cutter also had two 10-pound Parrotts through her, damaging her badly, also cabin cut up with muskets.

The concussion of the guns has caused the vessels to leak badly; the eyebolts through the casemates are broken (that the loop pin of the howitzers pass through), in fact the whole casemate is too flimsy, the gun platforms are rotten. Our casualties are Acting Master's Mate John Dunlap, shot in the abdomen, who died of the wound next day. He was a good officer and respected by all that knew him; he was on the sick list when the fight commenced, but he insisted upon taking command of his division.

During the afternoon we patrolled up and down for a mile or two and were fired upon by muskets from the woods, which we returned with one-half-second shrapnel. At night we anchored above the mouth of Cache River.

On Saturday morning, June 25, this vessel and the *Fawn* got underway at 10 a. m. and ran down to Clarendon. Saw the enemy again in considerable force throwing up breastworks; commenced shelling them then and continued to do so until we drove them out of range of our guns. I forgot to state that Mr. Dunlap and the wounded and others of the *Queen City*, were put on board of the *Tyler*, to be sent to the hospital at Devall's Bluff.

I have also saved the anchor and chain and buoy of the *Queen City*.

I can not close this report without bearing testimony to the zeal and good conduct of both officers and men, for which I return them my thanks.

All of which is respectfully submitted by your obedient servant,

JOHN ROGERS,
Acting Master, Commanding.

Lieutenant BACHE, U. S. Navy,
Commanding Fleet, White River, Ark.

U. S. S. FAWN,
Off Columbia, Ark., June 27, 1864.

SIR: I have the honor to report that on the morning of the 24th of June, while on my way down White River I met the transport *Pike*, which reported the capture of the U. S. S. *Queen City* at 4 o'clock a. m. by the rebels under command of General Shelby, who was reported as still occupying the place with 2,700 men and six pieces of artillery.

I received on board from the *Pike* Acting Master's Mate William [P.] Eakle, Paymaster's Steward William Poor, and First Class Boy William Smith, also the following named contrabands: James Rider, Frank Brown, John Fletcher, Henry Sims, and Willis Willester, and in the afternoon I picked up opposite Clarendon John Stepney, all of whom escaped from the captured vessel.

After receiving the news from the *Pike*, I waited until the U. S. steamers *Tyler* and *Naumkeag* came down, when I communicated to you the intelligence. Then, by your orders, I took my position, following the *Naumkeag*, the *Tyler* taking the lead, and proceeded down the river to engage the battery.

After coming within range of the enemy's guns, a heavy fire was opened upon me by artillery and infantry, which I returned with my bow and broadside guns, and continued the fire until they were driven off.

In the early part of the engagement a 12-pounder shrapnel entered the port shutter of the pilot house, mortally wounding the only pilot on board (Thomas A. Barnett) and carrying away the bell wires and ringing the bells, thereby causing the engineers to stop the boat directly under the battery.

The paymaster then took the wheel, and after some delay I had the bells fixed and the boat again underway.

A second shell entered the pilot house, tearing up the floor and throwing splinters in every direction. One came across the hurricane deck, striking the hog-chain brace; another passed forward between the chimneys, tearing the deck and destroying a harness cask which was standing there filled with water.

Three shells entered the casemate on the port side, disabling the crews of two guns. A shrapnel entered the hull midships, ranging to the starboard, and then, passing forward, exploded under the fore-castle deck. Two shells entered the stern, one passing through the blacksmith's forge and bursting back of the throttle valve, the other exploding over the starboard engine. One shell burst on the outside over the starboard crank, cutting in two the main hog chain and brace.

The following is the list of casualties:

* Thomas A. Barnett, first-class pilot, mortally; * George Brockhagen, quartermaster, severely; * John Broabeck, ordinary seaman, severely; * H. M. Young, seaman, severely; * Selden Robinson, landsman, severely; * Benj. F. Beale, landsman, mortally; John Crofford, landsman, slightly; * Virgil Jackson, ordinary seaman, slightly; George La Valley, landsman, slightly; Ed. D. O'Bryon, acting master's mate, slightly; J. H. Harris, surgeon in charge, slightly.

During the engagement the following ammunition was expended: 16 24-pound shell, 55 24-pound shrapnel, 32 24-pound canister, 10 12-pounder Hotchkiss shell, 11 12-pounder hollow shot; making a total of 124 rounds.

I can not close this without bearing testimony of the general good conduct of both officers and men, who zealously performed their duties during the entire engagement.

Very respectfully, your obedient servant,

JOHN R. GRACE,
Acting Master, Commanding.

Lieutenant GEORGE M. BACHE, U. S. Navy,
Commanding Squadron.

U. S. S. FAWN,
Off Clarendon, Ark., June 27, 1864.

SIR: I have the honor to report that on the morning of the 25th of June at 10:30 a. m., being above Clarendon, I started down the river in company with the U. S. S. *Naumkeag*. On rounding the point I saw that the rebels at Clarendon had been throwing up rifle pits or breastworks. On arriving within easy range I opened on them, as did the *Naumkeag*, which soon drove them out of their works.

The following ammunition was expended, viz: 23 24-pound shell, 15 24-pound shrapnel, 6 12-pound hollow shot.

Casualties, none.

I am, very respectfully, your obedient servant,

JOHN R. GRACE,
Acting Master, Commanding.

Lieutenant G. M. BACHE,
Commanding Squadron.

U. S. S. TYLER,
Off Clarendon, June 28, 1864.

SIR: I have the honor to inform you that having driven Shelby from Clarendon beyond the range of our guns, I left the two light-drafts, to prevent any further demonstrations by the enemy, and proceeded myself at once to Devall's Bluff.

I then put myself in communication with General Steele, requesting him to send a force to capture the guerrillas.

The next day at 2 p. m. a large force left the Bluff under Brigadier-General Carr in transports, convoyed by the *Tyler*. An accident

* Placed aboard the *Tyler* and sent to the U. S. Military Hospital at Devall's Bluff.

happening to the *Tyler* that evening, we did not reach Clarendon until 9 a. m. on the next morning, when the troops landed at the town without opposition. Our troops commenced skirmishing in the woods, steadily driving the enemy before them on the Cotton Plant road. On the morning of the 25th the light-drafts discovered the enemy had thrown up a couple of breastworks during the night. They were quickly shelled out.

General Carr returned in person this evening, and reports that he pursued Shelby, who has 2,500 men, to Bayou De View [de Vue], 30 miles from this point, where he gave up the chase. He found our 24-pounder howitzer abandoned in the woods about 7 miles from here, also a disabled piece of the enemy very near here, and disabled and captured another piece himself, leaving Shelby now but four guns. The piece found near here must have been disabled by the gunboats.

General Carr also captured 60 wounded rebels. His force will leave again for the Bluff on the 30th, as the enemy is now threatening Little Rock, and General Steele will require all his force. While lying here we have succeeded in raising from the *Queen City* two 32-pounder Parrotts and one 32-pounder. This has been done with a great deal of labor.

The remaining guns have fallen into her so as to preclude the possibility of raising them until the water falls more.

Very respectfully, your obedient servant,

GEO. M. BACHE,
Lieutenant, Commanding.

Lieutenant-Commander S. L. PHELPS,
Commanding Seventh District Mississippi Squadron.

General report of Lieutenant-Commander Phelps, U. S. Navy, regarding operations in the White and Arkansas rivers, making reference to the capture of the U. S. S. *Queen City*.

U. S. GUNBOAT HASTINGS,
Mouth of White River, June 27, 1864.

SIR: General Buford and myself having found that the rebels had left the island, went upon a reconnoissance some 40 miles up the Arkansas. A force variously estimated at from 600 to 1,500 ran from the point at the head of the Cut-off. We learned that Marmaduke was at the Red Fork Landing, with his force materially increased since he was about Columbia. Not having a force approximating to an equality, we turned back. I doubt not that the rebels are crossing there for the purpose of interrupting General Steele's communications. I might have stopped his operations for one day, but the falling water would have driven me out the next. We returned at night. Yesterday morning I proceeded up White River, and arrived this afternoon to within 15 miles of Clarendon, where a man known to me came to the river bank and told me that the *Queen City* had been captured at Clarendon last Friday, and that the gunboats had come down from Devall's Bluff and forced the rebels to fire the vessel, but not till they had taken three guns from her. Cannonading had been heard every day since; that is, nearly all day Friday, on Saturday, and a few reports at intervals on Sunday.

Captain Bache has with him still the *Tyler*, *Fawn*, and *Naumkeag*. Meeting with none of those vessels made me fear that a blockade had been established and made good. After passing up a few miles, I concluded to turn back and communicate with you, procure more force, and return up river. This is the fourth day since the capture of the gunboat; no effort had been made apparently to send information and stop the transports, daily running. Captain Bache had no reason to expect any gunboat would enter White River at present. Marmaduke undoubtedly has a force across the Arkansas and will soon be at the bluffs, St. Charles, or Crockett's. These vessels are so easily disabled that I felt no assurance that I could get back if I once ran under fire of cannon, and finally, a fine road follows the river bank all the way from Clarendon down to Cascoe, with a fringe of dense foilage between it and the river, behind which innumerable guns might be concealed from view of a passing steamer. I therefore concluded it best not to risk getting above a battery till I had at least another boat with me to make the chance tolerably good that one or other would get through. I shall order the *Silver Cloud* to this point and take the *Lexington* with me up White River, when every vessel I have, except the *Exchange*, repairing, will be in White River, and it is a force wholly inadequate. Shelby had added three of the *Queen City's* guns, no doubt the two 30-pounder rifles and a 32 to his pieces, and Marmaduke has 30 field pieces with him, with a series of bluffs extending along the river 80 miles, which he can occupy. Steele, I apprehend, has not force enough to hold Little Rock and send men enough to compete with those fellows on the river. Shelby, on the east side, has 2,500 men, and Marmaduke has 8,000 at present, as reported in a pretty reliable shape. Suppose he has 300, twice the number would not catch him. General Price is on the move to attack Little Rock with a reported force of 18,000. Under the circumstances I consider it essential that I should have a couple of ironclads for a time, and I would suggest that the draft of the *Neosho* renders her a very fit vessel for the service, as the river must be very low when she can not run. At present there is at least a 2-fathom stage in the river. Could you not send a tinclad from Cairo for Captain Mitchell's present use and have the *Carondelet* sent to me for a short period? This thing will not last long. Either Steele must abandon Little Rock or shortly open the river for transports if it should be blocked up.

I am stopping all transports, of course. Shall leave here as soon as I can get dispatches off and get the *Silver Cloud* here.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Letter from Major-General Steele, U. S. Army, to Lieutenant Bache, U. S. Navy, desiring to forward dispatches to Major-General Canby, U. S. Army.

LITTLE ROCK, June 23, 1864.

DEAR CAPTAIN: It is reported that the rebels are advancing upon us in front with 15,000 men, etc. Price is at Rockport and expects to

form a junction with Fagan this side of the Saline. I wish to send dispatches to General Canby. Please advise me as to the best way of doing so. General Cooper is reported moving toward Dardanelle with 5,000 from the Indian Nation. These fellows intend to scare us at least.

Yours, truly,

FREDK. STEELE,
Major-General.

Commander BACHE, U. S. Navy.

Letter from Major-General Steele, U. S. Army, to Lieutenant Bache, U. S. Navy, regarding proposed expedition against Brigadier-General Shelby, C. S. Army.

LITTLE ROCK, *June 24, 1864.*

CAPTAIN: A force sufficient to dispose of Shelby has been ordered out under General Carr. A scouting party has also been ordered down this side of White River, as you suggested. It is not practicable, probably, to send a force on the north side of the river, and it is therefore proposed to send a principal part of the command by steamer. I would suggest that at least one gunboat accompany the expedition, so that in case of necessity an express be sent back to Devall's Bluff in spite of the rebels who may post themselves on the bank to prevent it.

Very truly, yours,

FREDK. STEELE,
Major-General.

Commander BACHE, U. S. Navy.
Devall's Bluff.

Report of Brigadier-General Buford, U. S. Army, making reference to the capture of the U. S. S. *Queen City* and skirmish at White River Station.

HEADQUARTERS DISTRICT OF EASTERN ARKANSAS,
Helena, Ark, June 29, 1864.

SIR: General Shelby, C. S. Army, is in force at Clarendon, 51 miles from here, on the east side of White River.

On the 24th instant he captured the gunboat No. 26 (*Queen City*), commanded by Captain Hickey, and after removing her nine guns and all her ammunition and stores, destroyed her. He is now fortifying Clarendon and has successfully blockaded White River and cut General Steele's line of communication, both by land and water. Colonel A. S. Dobbin, commanding a cavalry brigade, variously estimated at from 1,000 to 2,000 men, is west of Big Creek, a deep and narrow stream, 18 miles from here, on the Clarendon road. He has 20 seamen, captured from the *Queen City*, whom he offered to exchange with me. Shelby's force is estimated at from 2,500 to 3,000 men. All the country is hostile. The conscription will take every able-bodied man in the district. I have but 289 cavalry for the field. I have no light artillery. I have two guns without caissons, manned by black troops. On the 22d instant, the enemy, 300 strong, attacked my little garrison of 50 men, commanded by Captain Joseph R. C. Hunter, of the Twelfth Iowa Volunteers, in a stockade at the mouth

of White River. He killed and wounded 30 of their men, taking 5 of their wounded prisoners, and gallantly repulsed the attack with a loss of 1 killed and 4 wounded. On this information and that Marmaduke's force was near by, on the south side of the Arkansas River, I took a force of 800 men and, in cooperation with Captain S. L. Phelps, U. S. Navy, with one gunboat, proceeded to the mouth of White River and up the Arkansas 30 miles, where we learned that Marmaduke, with 16 pieces of artillery and a considerable force, estimated at 6,000, was within 10 miles of us, on Red Fork Bayou. Not being in force sufficient to attack him we returned. I have applied to General C. C. Washburn, commanding at Memphis, for reinforcements of 1,000 good infantry, one regiment of cavalry, and one battery of light artillery. My messenger has just returned with his answer. He has no light artillery (which is for me indispensable), no cavalry, but offers me one regiment of 100-days' men if I need them.

I have sent all the information I have to General Canby, but fear he has gone to New Orleans, and, perhaps, to communicate with Admiral Farragut near Mobile. My dispatches can not go forward to General Steele. I therefore judge best to communicate all of the above facts to you. Captain Phelps, U. S. Navy, passed up to-day to obtain an ironclad to reopen White River, and I have no doubt he will communicate most of the above facts to the Navy Department in advance of this letter.

I have the honor to be your obedient servant,

N. B. BUFORD,

Brigadier-General, Commanding.

Hon. E. M. STANTON,
Secretary of War.

Report of Brigadier-General Shelby, C. S. Army, regarding the capture of the U. S. S. *Queen City*, at Clarendon, June 24.

HDQRS. CONFED. FORCES OF NORTHERN ARKANSAS,
June 24, 1864.

COLONEL: Since my last communication, under date of 13th instant, nothing of particular interest has transpired until to-day.

On the 19th I moved from my camp on White River, 7 miles below Augusta, and crossed Cache River by 10 o'clock next day. After lying in my camp near that stream until 1 o'clock on the morning of the 20th, I moved as rapidly as the nature of the roads would permit in the direction of Clarendon. I arrived within 2 miles of that place yesterday about 2 p. m. Here I ascertained that there was a gunboat stationed at Clarendon, guarding the river from that point up to Devall's Bluff. I succeeded in keeping my movements concealed from the enemy, and about 12 o'clock last night moved my brigade into town and took position on the bank of the river a distance of about 200 yards from the boat. I remained quietly in this position until 4 o'clock this morning, when I commenced the attack. The boat stationed at this point was the *Queen City* (gunboat No. 26), mounting nine guns and manned by a crew of 65 men. She was clad with iron $1\frac{1}{4}$ inches in thickness. After a sharp cannonade of about 20 minutes' duration I was gratified by the sight of a white flag. I

ordered them to bring her ashore, which was immediately done with our assistance, as she was so disabled that she could not obey the order without aid from us. Her armament was as follows: Four 32-pounders, four 24-pounders, and one 12-pounder. We removed one 24-pounder and one 12-pounder, when we scuttled and burned her.

In a short time three more gunboats made their appearance, which we immediately engaged. Two of them succeeded in passing, while the other remained above our battery, and thus subjected us to a cross fire, which was very harassing. After an engagement of an hour and a half, I withdrew my forces to my former camp, some 2 miles from town. After my withdrawal from the river the enemy, with their usual spirit of vandalism, took revenge for the loss of their boat by burning all the public and private buildings in Clarendon which were not protected by my sharpshooters. I purpose moving into town to-night and throwing up temporary earthworks. By doing so, I can hold this point some eight or ten days longer and seriously annoy them in the navigation of this river. I shall keep you well advised of my movements.

Recruiting goes on very well. I do not think I overstep the mark when I say that by July 10 I shall have 4,000 men in camp. They will, however, be poorly and sparsely armed. General Adams writes me from Mississippi County that he has procured 1,000 stands of arms and 100,000 cartridges, which will be ready for issue by July 1. Should he succeed in getting them across the Mississippi River and issue them to these unarmed men, I can soon arm the remainder. It has been raining steadily for the last three weeks, and the whole country is flooded with water and altogether in a worse condition than on our expedition to Helena last June. Forage there is none, and subsistence very scarce indeed. I send you the latest papers by Lieutenant-Colonel Elliot.

I am, colonel, very respectfully, your obedient servant,

JO. O. SHELBY, C. S. A.,

Brigadier-General, Commanding.

Lieutenant-Colonel J. F. BELTON,

Asst. Adjutant-General, District of Arkansas.

Report of Brigadier-General Shelby, C. S. Army, regarding capture of U. S. S. *Queen City* and engagement with Federal gunboats at Clarendon, June 24 and 25.

HDQRS. CONFED. FORCES OF NORTHERN ARK.,

June 29, 1864.

GENERAL: On the 19th instant I took up the line of march for Clarendon and proceeded as rapidly as the nature of the roads would permit until I arrived within 2 miles of that point. Here I learned that the U. S. S. *Queen City* (gunboat *No. 26*) was stationed there, protecting transports in the navigation of White River to Devall's Bluff. I immediately threw out my pickets and remained there until midnight of the 23d instant, when I moved my whole command into town and took position on the river bank about 100 yards from the boat. About 4 a. m. on the 24th I opened fire on her and notified her commander of my approach and intentions. After a sharp engagement of about twenty minutes she struck her colors and surrendered with all on board. She was clad with iron $1\frac{1}{2}$ inches

thick, and was manned by a crew of 65 men. Her armament was as follows: Four 32, four 24, and one 12-pounder. I removed one 24 and one 12-pounder, besides some 50 stands of small arms, a large amount of ammunition and commissary supplies, then scuttled and burned her. In a short time three more gunboats made their appearance, which we immediately engaged. After a fierce cannonade of an hour and a half two of them succeeded in passing below our battery, while the other remained above, thus subjecting us to a cross fire, which was very harassing. Finding that I could do them no more damage, I withdraw my command a distance of about 2 miles. Desultory firing continued all day between the gunboats and my sharpshooters. The *Tyler*, the most formidable boat in the White River fleet, was so much injured that she was compelled to return to Devall's Bluff that night, and another (the *No. 30*) was towed off by her comrade (the *No. 36*), being unable to get off without assistance. Early the next morning they sent down a force of cavalry, infantry, and artillery, numbering about 4,000 men. I engaged them at once and succeeded in punishing them severely; but finding they were too strong for me, I withdrew my forces and took up the line of march for this point. They followed us, occasionally attacking my rear guard, until we reached a place known as the Munn farm, 4 miles from Johnson's bridge, on Bayou de Vue. Here I awaited their attack, which was soon made, and I succeeded in checking them. They fell back and allowed me to quietly cross the bayou. My horses are in a jaded condition, and I am now in camp at De Gray's, resting and recruiting my stock.

Very respectfully, your obedient servant,

JO. O. SHELBY,
Brigadier-General, Commanding.

Acting Brigadier-General ADAMS,
Commanding Northern Subdistrict of Arkansas.

Additional report of Brigadier-General Shelby, C. S. Army, regarding results of the engagement at Clarendon.

HDQRS. CONFED. FORCES OF NORTHERN ARK.,
June 30, 1864.

COLONEL:

* * * * *

In the engagement with the three gunboats (the *Tyler*, *No. 36*, and the *No. 30*) the *Tyler* had to go back for repairs and the *No. 30* was so disabled that the *No. 36* towed her to Devall's Bluff, and the *No. 36* had 18 holes through her. In fighting the gunboats our battery and infantry were on open ground and not 60 yards from the boats, and the skirmishers charged up to the river bank, keeping up a merciless fusilade.

Very respectfully,

JO. O. SHELBY,
Brigadier-General, Commanding.

Lieutenant-Colonel J. F. BELTON,
Assistant Adjutant-General, District of Arkansas.

Report of Lieutenant-Commander Mitchell, U. S. Navy, transmitting copy of proposed order to transports regarding landings.

U. S. S. HUNTRESS,
Off New Madrid, June 23, 1864.

SIR: I herewith enclose copies of two of General Washburn's special permits. As I have learned the principal points in the district where such landings are objectionable, I shall issue the following order to transports, subject to your approval. (If I could get them printed it would be convenient, as they would have to be furnished to all transports passing through.)

U. S. S. _____,
Date_____

Many of the transports on the river are furnished with a military permit "to land for wood at any place the captain may think safe." While I remain in command of the naval district from Memphis to Columbus, I will myself decide what points are safe and proper and will instruct the commanding officers of the gunboats in the different beats to permit boats to land at these points and these only. Any known infringement of this order will subject the boat to seizure.

JOHN G. MITCHELL,
Lieutenant-Commander, Commanding 8th District.

There are three boats carrying this military permit who are reported as making improper use of it. They take passengers who have permits to land at Cairo, and put them off at intermediate points, such as Brown's, Hale's Point, Tiptonville, and others. If you could spare me two tugs for a month to use to place boats around in suspected points I feel quite certain of catching them.

Very respectfully, your obedient servant,

JOHN G. MITCHELL,
Lieutenant-Commander, Commanding 8th District.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Flagship Black Hawk.

Report of Lieutenant-Commander Phelps, U. S. Navy, speaking in commendation of Pilot Maitland.

Private.]

U. S. GUNBOAT HASTINGS,
Memphis, June 23, 1864.

SIR: I have been most agreeably surprised to find Maitland, the pilot who so bravely towed the *Juliet* out of fire on the 26th April, and again on the 27th attempted as a volunteer to carry the *Champion No. 5* by the batteries, coming up river on his way to Cairo in one of our towboats. He intends to apply for leave of absence. I made a special report in his case, and hope that his advancement to first-class pilot from the time the *Juliet* entered Red River is ready to be given him. A braver fellow never went into action. He can tell you many things about the expedition.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Mitchell, U. S. Navy, for the shooting of Paskil Rice, at Osceola, Ark.

MOUND CITY, June 24, 1864.

SIR: Your communication of the 21st instant in relation to a notorious jayhawker named Paskil Rice, recently captured by Acting Master Marshall, of the *New Era*, has been received.

Turn him over to the people of Osceola, have him shot, and ascertain to a certainty that it has been done.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander JOHN G. MITCHELL,
Commanding U. S. S. Huntress and 8th Dist. Miss. Squadron.

Order of Lieutenant Greer, U. S. Navy, to Acting Master Glenney, U. S. Navy, commanding U. S. S. Rattler, designating cruising ground for restriction of illegal traffic.

U. S. S. BENTON,
Off Natchez, June 24, 1864.

SIR: After you take Captain Langthorne to his vessel, proceed to cruise in the vicinity of Bruinsburg, St. Joseph, and Rodney, devoting yourself to the breaking up of the crossing places. Keep a good lookout on cotton boats.

Do not remain more than a few hours at any one point; keep moving.

When you need coal go to Grand Gulf for it and ask of the commander of the *Pittsburg* to assist you with men.

Very respectfully, your obedient servant,

JAMES A. GREER,
Lieut. Comdr., Comdg. Benton and 5th Dist. Miss. Squadron.

Acting Master D. W. GLENNEY,
Commanding U. S. S. Rattler.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Master Rogers, U. S. Navy, commanding U. S. S. Forest Rose, to cruise near Waterproof, La.

U. S. S. BENTON,
Off Natchez, June 24, 1864.

SIR: Upon your return to your vessel you will cruise after the arrival of the *Rattler* in the neighborhood of Waterproof, looking out for the foot of Rodney Bend to the lines above Natchez. Watch very closely the cotton boats, and let me know all that you meet. When you need coal, come to Natchez for it.

Very respectfully, your obedient servant,

JAMES A. GREER,
Lieut. Comdr., Comdg. Benton and 5th Dist. Miss. Squadron.

Acting Master G. W. ROGERS,
Commanding U. S. S. Forest Rose.

[Telegram.]

JUNE 24, 1864.

The rebels are assembling at Clinton, [Ky.], in considerable numbers. I do not know their object; probably to make a raid.

Respectfully, etc.,

DAVID D. PORTER,
Rear-Admiral.

Brigadier-General HENRY PRINCE,
Commanding Post at Columbus, Ky.

[Telegram.]

NEW ORLEANS, June 24, 1864.

In some operations that are about to be undertaken two or three light-draft monitors would be very useful in the shallow water in Mississippi Sound, but as this is within Admiral Farragut's command I did not think it proper to make any suggestion in relation to it without his concurrence. Commodore Palmer informs me that the admiral would be glad to have them if you can spare them. It is the opinion of the commodore that monitors like the *Winnebago* and *Chickasaw* can be sent into the sound or into Mobile Bay without danger. Can you spare them, and if you can, will you give the necessary orders? They should be sent as soon as possible.

ED. R. S. CANBY,
Major-General.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Mound City.

Letter from agent for plantations, Natchez, to Rear-Admiral Porter, U. S. Navy, regarding the policy of the authorities regarding the lessees of plantations and delivery of supplies to them.

OFFICE ASSISTANT SPECIAL AGENT, TREASURY DEPARTMENT,
FOR LEASING PLANTATIONS,
Natchez, Miss., June 24, 1864.

ADMIRAL: By the courtesy of Captain Greer, commanding gun-boat *Benton*, I have a copy of your General Order No. 209.

My purpose in addressing you is not to question the soundness of the principle on which the order is based, to the spirit and object of which I cordially assent, but to invite your attention to one of the consequences resulting from it, which, no doubt, escaped your attention when the order was published.

As assistant special agent of the Treasury Department for plantations in the district of Natchez, I have leased 142 plantations. The larger proportion of the lessees are Northern men, who are not only invited by the Government to come down and line the banks of the Mississippi with a loyal population, but tempted thereto by publications in all the Northern papers and by statements of public lecturers employed by the Government, holding out promises of large profits to be secured by the cultivation of cotton and sugar plantations.

Thirty-three plantations have reported to me 3,771 laborers employed by them. Allowing a proportionate number for those who have not yet reported, there are, besides the families of the lessees, in my district over 16,000 persons who are dependent on this office and the honor and good faith of the Government for the necessaries of life.

Except a few in the immediate neighborhood of this city, these people are compelled to transport their supplies by the Mississippi River, and if that is closed against them must desert their plantations or starve.

Whether the policy of the Government in leasing plantations be wise or unwise, not having been submitted to me, it would not become me as a subordinate officer of the Government to express an opinion on the subject. My duty requires me to accept that policy as established by competent authority and to obey the instructions given to me in accordance with it.

My lessees have just barely escaped from the capricious despotism of General Tuttle, of infamous notoriety (in the appropriate Turkish anathema, "May his fathers eat dirt"), with their lives. I may say also that the Government just as narrowly escaped the necessity of feeding the sixteen to twenty thousand laborers who, if Tuttle's power had continued a few weeks longer, would have been turned loose upon the Government for support.

The military argument on this question has been that if supplies are granted to the lessees they may, by capture or raids, pass to the public enemy.

The obvious answer is that when the Government determined to lease plantations in insurrectionary districts it accepted the risks attending it, just as our armies or navy, when they offer battle to the enemy, accept the hazards of defeat.

I will only say further that, in compliance with military orders and the instructions of the department, supply permits are carefully scrutinized and reduced to the lowest possible limit, after which they have to run the gantlet of military approval.

I am sure, admiral, I need not argue this question to you beyond this brief statement.

I respectfully request a supplementary order from you authorizing the landing of necessary plantation supplies for the use of the lessees within the limits of my district.

I am, admiral, very respectfully, your obedient servant,

WILLIAM BURNET,

Asst. Special Agent for Plantations, District of Natchez.

Rear-Admiral DAVID D. PORTER,

Commanding Squadron of the Mississippi.

Letter from Rear-Admiral Porter, U. S. Navy, to Quartermaster Parsons, U. S. Army, transmitting information showing the impossibility of convoying transports up the Arkansas River.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, June 25, 1864.

SIR: I enclose herewith a letter received from Lieutenant-Commander Phelps. It would be almost impossible to go up the Arkansas

River at this season of the year with your transports on account of the many shoals and bars existing in that stream, rendering navigation out of the question.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Colonel L. B. PARSONS,
St. Louis, Mo.

[Enclosure.]

U. S. GUNBOAT HASTINGS,
Memphis, June 22, 1864.

SIR: It is reported to me that the fleet of vessels which I reported to you as having left White River Station to go up the Arkansas had returned, Captain Bache having become alarmed by the rapid fall of water in that river.

He has now gone up White River to Devall's Bluff with the *Tyler*.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Order of the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, regarding the U. S. steamers Winnebago and Chickasaw.

NAVY DEPARTMENT, *June 25, 1864.*

SIR: The Department has received your No. 155. Send the *Winnebago* and *Chickasaw* to New Orleans, with orders to report by letter from that point to Rear-Admiral Farragut. I have advised Rear-Admiral Farragut that this would be done, and have furnished him with a copy of your dispatch respecting these vessels.

Very respectfully,

GIDEON WELLES,
Secretary of Navy.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Ramsay, U. S. Navy, to obstruct the mouth of Red River to restrict the movement of torpedo boats said to be fitting out at Shreveport, La.

MOUND CITY, *June 25, 1864.*

SIR: The rebels are fitting out at Shreveport four torpedo boats. They will be ready in two months.

You will at once prepare a chain to extend across the mouth of Red River on floats, and so fitted that it can be opened to permit vessels to go in and out. By keeping the chain constantly on the stretch and a small gunboat lying close to it at the mouth of the river guarding it, no torpedo boats can get out.

Obtain all the information you can about this and do not be caught napping.

Do not forget that Old River is also open at times.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander F. M. RAMSAY,
Commanding [U. S. S.] Choctaw and 3d Dist. Miss. Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Mitchell, U. S. Navy, for the restriction of smuggling.

MOUND CITY, June 25, 1864.

SIR: You will have to recognize the permits of General Washburn for landing for wood, but if you catch the vessels trading seize them.

Make yourself acquainted with all these woodpiles, and when there is any proof of smuggling break them up.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander JOHN G. MITCHELL,
Commanding U. S. S. Carondelet and 8th Dist, Miss. Squadron.

Letter from Rear-Admiral Porter, U. S. Navy, to the senior naval officer at New Orleans, regarding the restriction of smuggling.

MOUND CITY, June 26, 1864.

SIR: The commander of the first district will permit the landing of plantation supplies from Donaldsonville to New Orleans, that portion of the river being considered free from guerrillas; but every effort must be made to prevent any supplies going to the rebels through that route, and the plantations will be visited frequently and minute enquiries made in relation to what is landed.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral.

Senior NAVAL OFFICER, *New Orleans.*

[Sent also to Mr. G. W. Cozzens, superintendent of Government plantations, New Orleans.]

Report of Lieutenant-Commander Fitch, U. S. Navy, announcing the completion of one of the vessels under construction at Bridgeport, Ala.

U. S. S. MOOSE,
Ohio River, June 26, 1864.

SIR: I have the honor to report that one of the boats at Bridgeport, Ala., is about complete, and the others would have been as nearly ready had it not been for the great delay in getting lumber. It has, however, arrived at Louisville, and General Allen assures me that it will be sent through at once. This is now the only cause of delay. It was not our part of the work, but belonged to the Army, and was contracted for at Chicago, Ill., hence the delay.

One of the boats has her plating now on, and should have been ready for service yesterday; the others will be pushed on as fast as possible.

I am now gathering up the different bills contracted by my order, so that the quartermaster can invoice the boats to us in proper form.

I informed you in a previous report that I found the Army getting along so slowly that I was obliged to take hold and contract for the plating, outfits, and the like.

I will receipt for the boats as soon as the quartermasters get their invoices made out, but this will not detain the boats from going into commission and active service.

Very respectfully, your obedient servant,

LE ROY FITCH,

Lieutenant-Commander, Comdg. 10th Dist. Miss. Squadron.

Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron, Mound City, Ill.

Letter from Major-General Canby, U. S. Army, to Rear-Admiral Porter, U. S. Navy, acknowledging suggestions for cooperation in the interests of navigation and restriction of illegal traffic in the Mississippi River.

HEADQUARTERS MILITARY DIV. OF WEST MISS.,

New Orleans, June 26, 1864.

ADMIRAL: I have the honor to acknowledge the receipt of your communication of the 9th instant.* Several of the suggestions made by you have already been met, and the others soon will be. A force will be sent to Skipwith's Landing as soon as I can spare an engineer officer to superintend the works to be constructed there. One is now on the way out, and will be assigned to this duty as soon as he arrives. The protection of the leased plantations was a part of the understood policy of the Government, which I could not change without authority. That authority has now been received, and will at once be acted on.

I will assign a general officer of rank to the special duty of seeing that the provisions of Special Order No. 6 are carried out, and will give such instructions in relation to the duties of military commanders that there shall be no conflict in the enforcement of the blockade. General instructions have also been prepared defining the duties of military commanders in relation to the boats on the river, which it is hoped will prevent supplies from reaching the rebels.

I am very much obliged for the suggestions, and will always be happy to hear from you upon any subject, and especially upon those which relate to our common duties. I have directed copies of all general orders to be sent to you, and will send to the commanders of naval districts such as will give them information that may be useful.

I am, very respectfully, your obedient servant,

E. R. S. CANBY,

Major-General, Commanding.

Rear-Admiral D. D. PORTER, U. S. Navy,

Commanding U. S. Mississippi Squadron.

Report of Lieutenant-Commander Fitch, U. S. Navy, regarding measures for the restriction of Confederate operations on Ohio and Cumberland rivers.

U. S. S. MOOSE,
Evansville, Ind., June 26, 1864.

SIR: I have just returned from the vicinity of Owensboro and above. I find the guerrillas very thick everywhere along the river, from Louisville down, and also up the Cumberland. It keeps me on the go constantly, with all the boats, to keep the banks clear and protect steamers, but I apprehend no serious trouble or accident to steamers so long as the water remains at this stage.

The guerrillas are also very annoying about Maysville, Ky., above Cincinnati, but I have two boats there looking out for them.

I have now a trap laid which, I think, will catch some of them. I have about 150 cavalry opposite Uniontown, Ky., which force will act in concert with me to pick up the roving bands in detail, but it is not strong enough to attack the regular encampment; they tried it the other day, back of Uniontown, but got the worst of it, as there were about five rebels to one. I am going down to Uniontown and Caseyville this evening, and hope to be able to accomplish something.

I will return here in a few days, and if things are in a proper condition for me to leave, will go on over to Bridgeport, Ala.

I have now extended the order restricting trade from Louisville down.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant-Commander, Comdg. 10th Dist. Miss. Squadron.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Mound City, Ill.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Foster, U. S. Navy, to assume temporary charge of the First District.

MOUND CITY, June 26, 1864.

SIR: Until Captain Townsend takes charge again, you will superintend his district.

General Order No. 209 does not apply strictly to the district from Donaldsonville to New Orleans, that being free of guerrillas, and plantation supplies are allowed under proper restrictions.

Exercise good discretion in this matter.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander JAS. P. FOSTER,
Commanding First and Third Districts.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Owen, U. S. Navy, regarding the U. S. S. Prairie Bird.

MOUND CITY, June 27, 1864.

SIR: I have received a communication from the commanding officer of the U. S. S. *Prairie Bird* stating that that vessel is in much want of repairs.

When you can spare her from your district, send her to Cairo to be repaired.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander E. K. OWEN,
Commanding Sixth District.

Report of Lieutenant Bache, U. S. Navy, regarding the turning back of the fleet in Arkansas River.

DEVALL'S BLUFF, June 27, 1864.

SIR: In obedience to your orders I turned back the Arkansas River fleet, after having learned that the enemy under Marmaduke were in force on the river.

The river also fell 1 inch during the night; we were at anchor, with 9 feet on the bars.

Respectfully, etc.,

GEO. M. BACHE,
Lieutenant, Commanding.

Lieutenant-Commander S. L. PHELPS,
Commanding Seventh District, Mississippi Squadron.

Report of Lieutenant-Commander Ramsay, U. S. Navy, transmitting report regarding the capture of six Confederate soldiers.

U. S. S. CHOCTAW,
Off Mouth of Red River, June 27, 1864.

SIR: I have the honor to enclose herewith the report of Acting Master Charles Thatcher, commanding U. S. S. *Gazelle*, of the capture of 6 rebel soldiers.

I have ordered Acting Master Thatcher to turn them over to the provost-marshal at Morganza as prisoners of war.

Very respectfully, your obedient servant,

FRANK M. RAMSAY,
Lieutenant-Commander, Commanding 3d and 4th Districts.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

[Enclosure.]

U. S. S. GAZELLE, June 27, 1864.

SIR: I have the honor to report that last evening, at about 9 o'clock, my picket boat succeeded in intercepting and capturing a skiff con-

taining 6 persons, with their luggage. Their names are as follows: Thomas Knights, corporal, Twenty-sixth Louisiana Volunteer Infantry, C. S. A.; William Knights, corporal, Twenty-sixth Louisiana Volunteer Infantry; R. T. McLaughlin, private, Twenty-sixth Volunteer Infantry; William Beard, private, Company H, Second Arizona Volunteer Cavalry; Alfred E. Stansbury, orderly sergeant, Twenty-sixth Louisiana Volunteer Infantry; and H. R. Eppler, orderly sergeant, Seventeenth Arkansas Mounted Infantry. They claim to be paroled prisoners, leaving New Orleans by permission of Major Porter, but had neither passports from him nor any papers showing that to be the true case. They say they traveled up from New Orleans by land, on foot, and accidentally run across the skiff last evening concealed in the woods and covered up with bushes. There is no doubt but that the skiff belongs to Curry, the ferryman of whom you spoke, as it is recognized by a negro who has had ample opportunity to know it. They had no arms nor papers of consequence excepting three letters forwarded through them to parties on the west side of the river. The letters appear to be from private sources.

Very respectfully, your obedient servant,

CHARLES THATCHER,
Acting Master, Commanding.

Lieutenant-Commander FRANK M. RAMSAY,
Commanding Third District, Mississippi Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Greer, U. S. Navy, regarding landing of supplies at plantations leased by the Government.

MOUND CITY, June 27, 1864.

SIR: Your communication of June 21, in relation to landing supplies at Government plantations, has been received. You can grant supplies to such as you think proper, but have the plantations watched and frequently visited, and have enquiries made in relation to what is landed.

Every effort must be made to prevent any supplies going to the rebels.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander JAS. A. GREER,
Commanding Fifth District.

General order of Rear-Admiral Porter, U. S. Navy, for the arrest of Lieutenant Beale of Confederate secret service, with his party.

GENERAL ORDER, }
No. 226. }

U. S. MISSISSIPPI SQUADRON,
FLAGSHIP BLACK HAWK,
Mound City, June 27, 1864.

The following information has been received in cipher for the information of officers of the Army and Navy, and they are directed to arrest the parties wherever they can be found.

Officers of the Navy are directed, in accordance with previous general orders, to show no quarter to parties of this kind.

DAVID D. PORTER,
Rear-Admiral, Commanding Mississippi Squadron.

NEW ORLEANS, June 19, 1864.

Lieutenant T. F. Beale, of rebel secret service—made a lieutenant for burning the steamer *Sunnyside*, near Memphis—proposes to leave Shreveport about this date with 10 picked assistants to burn and destroy storehouses, boats, etc., at Louisville, Cincinnati, and St. Louis, possibly also at Memphis and Cairo. This party will be in squads of two or three at each place. They correspond by mail in cipher.

Lieutenant T. F. Beale was formerly a lawyer at Shreveport, La. He is about 5 feet 6 or 7 inches high, light built, slender, slim faced, freckled, light-brown hair, light mustache; has been cut so as to leave scars, probably on left side and near top of head, above and a little behind the ear; also at the junction of nose and forehead; also on inside of left hand, near the thumb; he spits a good deal while conversing. All will be in citizen's clothes. Sometimes they wear pistols.

ED. R. S. CANBY,
Major-General.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Rear-Admiral Porter, U. S. Navy, urging the need of more regular officers for his command.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, June 28, 1864.

SIR: I beg leave to address you in relation to the regular naval officers of this squadron, who are gradually being removed without others being supplied to fill their places.

There are but 14 naval officers in command of vessels, the ensigns lately promoted being employed on board the flagship and learning the duties to fit them for future command.

I have heard incidentally that the officer in charge of detail remarked "that I had too many regular naval officers out here," and that it was the intention to remove Lieutenant-Commander Ramsay, one of my best officers. I don't know what confidence there is to be placed in the report, but as Lieutenant-Commander Ramsay is in charge of a district where it requires the utmost watchfulness, and is familiar with all the movements in and about that section, it would seriously hamper me if I should lose his services at this or at any other time. There is no part of the country that requires such unceasing watchfulness as this, and on the Navy devolves the entire care of guarding this important river and preventing a most active enemy from capturing posts, crossing from one side of the river to the other, and destroying steamers.

The Army literally do nothing, and if the small posts were withdrawn from the river we would have less trouble.

I find that, as a general rule, little or no confidence is to be placed in volunteer officers. They either lack judgment as commanders or are tempted to neglect their trusts. Valuable vessels (iron monitors) are placed in the hands of men who know nothing of the principle of gunnery and are entirely ignorant of rules of discipline, and it is only

by the unceasing attentions of the regular naval officer over the vessels in his district that the duty is carried on to my satisfaction.

I gave Lieutenant-Commander Watson Smith permission to ask a leave of forty-five days.

This officer joined me out here after having gone through a severe illness, and after having sustained a domestic calamity which seriously affected and partly impaired his mental faculties. This he partially recovered from, though from the close attention to the duties I assigned him he recovered slowly. On the death of Lieutenant Couthouy I ordered him to the *Chillicothe*, where, laboring night and day with indomitable energy, he showed such symptoms of breaking down in mind and body that I granted him a leave with permission to have it extended.

He made no complaint of illness and was willing and anxious to perform any duty assigned to him, but I thought the life of a valuable and brave officer of too much consequence not to be looked after by his commander and recommended him to go off for a short time, hoping that the change would benefit him.

I make this explanation, having given an officer who had been with me nearly three years a longer leave than usual.

I trust the Department will consider the importance of this squadron, which would be useless without a sufficient number of regular naval officers in command, of which evidence would soon be shown if a different set of men were in charge of districts.

While this the largest squadron has but 14 regular naval officers in command, the Gulf Squadron has 45, Rear-Admiral Dahlgren 46, and Acting Rear-Admiral Lee 17. I mention this to show that an unusual amount has not been sent to this squadron, and beg leave to mention the circumstances.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Major-General Canby, U. S. Army, to Lieutenant-Commander Prichett, U. S. Navy, requesting that communication with Major-General Steele in White River be facilitated.

HDQRS. MIL. DIV. OF WEST MISSISSIPPI,
New Orleans, La., June 28, 1864.

CAPTAIN: Lieutenant Melville, aid-de-camp, has been ordered to proceed to Little Rock, Ark., for the purpose of communicating with Major-General Steele. Will you do me the favor to facilitate his passing up White River to Devall's in any way that you can conveniently?

Very respectfully, your obedient servant,

ED. R. S. CANBY,
Major-General, Commanding.

Captain PRICHETT, U. S. Navy,
Mouth of White River.

Report of Rear-Admiral Porter, U. S. Navy, transmitting reports regarding illegal traffic.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, June 29, 1864.

SIR: I have the honor to forward you a number of reports* which will show you how trade with the rebels is carried on.

I propose from time to time, as I can obtain them, to send the Department reports of all the transactions of this nature that may come to my notice, so that when wanted the information may be readily found.

I respectfully request that these reports may be filed away with my former report on the subject of illicit traffic.

These reports implicate deeply the Army and Treasury agents. I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commanders Foster and Ramsay, U. S. Navy, regarding transfer to West Gulf Squadron of U. S. steamers Chickasaw and Winnebago.

MOUND CITY, June 29, 1864.

SIR: I enclose you a copy of a communication † from the Department in relation to the *Chickasaw* and *Winnebago*.

You will comply with the instructions of the Department and send the *Chickasaw* to New Orleans as soon as possible, and on her arrival there report to Commodore J. S. Palmer.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander JAS. P. FOSTER,
Commanding First and Second Districts.

Lieutenant-Commander F. M. RAMSAY,
Commanding Third and Fourth Districts.

Report of Lieutenant-Commander Owen, U. S. Navy, regarding affairs in the Sixth District.

U. S. S. LOUISVILLE,
Off Skipwith's Landing, Miss., June 29, 1864.

SIR: I have the honor to report everything quiet in this district, Marmaduke's forces having gone to the Arkansas River. Guerrillas still continue to hang around and steal from the people in this vicinity. Their principal objects are stealing horses and mules and

* Omitted.

† See p. 438.

killing suspected "home-made Yankees." The three old horses brought here from Young's Point were stolen yesterday by the guerrillas.

I am, sir, very respectfully, your obedient servant,

E. K. OWEN,

Lieutenant-Commander, Comdg. 6th Dist. Miss. Squadron.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Report of Lieutenant-Commander Phelps, U. S. Navy, regarding affairs in White River, and urging strong naval action and reinforcement.

ON BOARD ILLINOIS CENTRAL R. R. PACKET LINE
Passenger Steamer W. R. Arthur, June 29, 1864.

SIR: Additional reports in relation to the movements of Marmaduke, together with the confidence I feel in the good judgment of Lieutenant-Commander Bache, have caused me to take advantage of this fast steamer to get to Memphis as quickly as possible, push forward the repairs on the *Exchange*, and, if possible, take the *Carondelet* back with me, feeling the necessity of having one vessel which can be pushed through the fire of field batteries. I left White River after 1 p. m. yesterday, and shall be in Memphis by 10 o'clock this morning.

At the risk of repetition of what I have already written, I will state that I am led to take the responsibility of moving a vessel of another district for the following reasons: The *Essex*, at Memphis, can move to any point on the Mississippi, but could not be of avail in White River, and she can, in case of need, repair to any point menaced seriously in the Eighth District, while the *Carondelet* is absent. The man who informed me in regard to the firing during three days and the destruction of the *Queen City* on Friday last is a farmer, who has valuable stock on his farm, entirely at our mercy, if he were found to have reported falsely. I had given orders that the gunboats were to cruise continually between Clarendon and St. Charles, while not one had been below Clarendon for a week; no transports have come down. The firing on the third day was more distant. The man said that on Friday and Saturday many empty shell boxes were floating in the river, all of which induces me to think that Captain Bache has found the enemy too strong for him, and he has the *Tyler*, *Fawn*, and *Naumkeag*, a better force than I can gather in my district, to go up with. There is one other supposition that the rebels are in such force about Devall's Bluff that he can not leave. We have there not less than twelve transports, freighted, and large amounts of supplies. In either event it is essential that prompt action be taken to reinforce the squadron there.

Add to this the 40 pieces of artillery Marmaduke is moving with, 42 pieces Captain Owen reports as reliable, which coincides with information from other sources, and the current belief among all classes of rebels that the aim is to cut off General Steele's supplies

and starve him out, and you will perceive the necessity for strong naval action, even if the reports from Clarendon are exaggerated or altogether false. I know that Captain Bache would not allow transports to continue passing up river if he could communicate with and stop them, for he had no reason to suppose that I would yet have returned to White River; nor is he one likely to retain the gunboats above upon doubtful reports of danger to the Bluff post. I trust you will approve my action.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Report of Rear-Admiral Porter, U. S. Navy, transmitting petition to Congress from an association of licensed pilots, desiring exemption from conscription.

No. 184.] MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, June 29, 1864.

SIR: I have the honor to inclose you a petition from the Western pilots and beg leave to strongly urge that the President, who has the power, may exempt from conscription all those who serve the Government, or who are registered to serve the Government when called on.

There are not enough pilots now for the wants of this river, and it needs no argument to show that they should be exempted from military duty. I beg that the President may give an order to that effect, as the conscription, when it affects the pilots, creates a deal of trouble on these rivers.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

P. S.—Owing to the necessity that exists for having the pilots on the Mississippi tributaries ready at all times to serve the Government, all registered pilots are exempt from conscription in the Army.

This applies only to those who are in actual service, or registered for service in the Army and Navy, but does not apply to such as may have avoided duty in the Navy or Army. A fine of \$1,000 will be imposed on all who neglect to obey a summons, and such punishment as a naval or military tribunal may impose.

[Enclosure.]

ST. LOUIS, Mo., *June 18, 1864.*

To the Honorable the Senate and House of Representatives in Congress assembled:

Your memorialist, the Western Boatmen's Benevolent Association, an institution duly incorporated under the laws of the State of Missouri and composed exclusively of licensed pilots, respect-

fully present for your consideration the following reasons why its members should be exempted from draft under the conscription act of the United States.

The number of experienced pilots is not more than sufficient to supply the demands of commerce and meet the wants of the Government. While it is true that mere private and personal considerations should not be permitted to interfere with the efficiency of the service and the engrossing purpose of the Government to crush out this great rebellion, it must be apparent to every observant mind that its members can render more efficient aid in the accomplishment of this object by the pursuit of their avocation than they possibly can by being subjected to duty in the field as soldiers.

It is a well known fact that a majority of the boats navigating our waters are engaged either directly or incidentally in the service of the Government; to transport recruits to the field of their operations, and to keep our armies supplied with food and raiment, arms, and ammunition and other implements of warfare, an immense amount of transportation is required. The large and constantly increasing number of gunboats upon our waters require the services of all the experienced pilots that can be obtained. Without the aid of the members of this association these important branches of the public service can not be conducted with any efficiency. Officers of experience all testify that it is of the utmost importance that a full supply of experienced pilots should be accessible at all times. The want of one may defeat the purpose of an important expedition, and emergencies have arisen and may arise at any moment when the services of every available pilot are required to ensure the success of an important enterprise. To divert even a few, then, from this field of their efficiency into the Army, where their services can be of but trifling comparative value, may be attended with most serious consequences.

It must be borne in mind, too, that none but experienced pilots are competent to discharge the duties which the Government requires of them. To become such full five years of study and practiced toil and training are required, so that the place of one experienced pilot detached for service to other fields of labor can not be supplied for five years to come. All, too, who are acquainted with the character of our Western waters are aware of the fact that because of the incessant changes in the channel constant employment is indispensably necessary to ensure efficiency. The energies of a pilot should always be exerted in the pursuit of his avocation, inasmuch as the most important duties are confided to his care.

You will perceive from documents herewith submitted for your consideration that from the insufficiency of this rebellion the members of this association have been at all times liable to be drafted into the service of the Government by officers in charge of various departments. They have constantly been subject to the orders of the commander of the Mississippi gunboat flotilla, who has drafted them whenever they were needed, and retained them as long as the exigencies of the service required. They have also always been subject to the orders of the various masters of transportation, who enforce their services whenever they are required, and discharge them

only when they are no longer useful. The orders of these officers are imperative and they must be obeyed. Nor is it an occasional occurrence. On the 14th day of October, 1863, a requisition was made on this association for six of its members for Government service, on the 17th of the same month for six more, and on the 18th day of the same month for ten more, and these requisitions have since continued to be made, and will continue to be made until the termination of the war, although there is no particular enactment to authorize it. The fact is their services are indispensable to the Government and must be obtained whether it suits their convenience or not. Recognizing this truth, the right to make these requisitions has never been disputed or opposed by this association, but they have always been filled with promptness and alacrity by its members, and the duties required have been discharged with zeal, fidelity, and skill. The assertion is believed to be warranted that the invariable success which has constantly attended our arms upon the Western waters is to be attributed in some degree at least to this fact. We submit, therefore, that it is not politic to remove the members of this association from the sphere in which they are eminently useful to one where they will be of but trifling value, and that it is not just to impose upon them liability to another draft than that to which they have been subjected, when all other classes of the community have been exempt, and to which they will nevertheless continue to be subjected until the termination of the war.

These representations are not made with a view to shirk any responsibility or avoid any peril that they might be called upon to encounter in the discharge of duty. The post of a pilot is always the place of danger. Occupying an exposed position upon the vessel and discharging a duty without which it can not be navigated he is constantly the mark for the sharpshooter of the enemy and the guerrillas who swarm upon the banks of the rivers, for if he be disabled the vessel will most likely become their prey.

In view of the foregoing and other considerations which can not be specified, believing that it will be an act of justice to those who have heretofore been and will continue to be drafted to occupy exposed positions, and that the best interests of the Government in the hour of its peril will be subserved thereby, your memorialists respectfully petition that an amendment to the conscription act be passed to exempt its members and licensed pilots navigating the Western waters from draft under the operations of said act.

And your memorialists will, as in duty bound, ever pray, etc.

[SEAL.]

J. W. BRYAN, *President.*

WM. J. KRIBBEN, *Secretary.*

Order of Rear-Admiral Porter, U. S. Navy, to the commanding officers of the U. S. steamers Chickasaw and Winnebago, to proceed to duty under Rear-Admiral Farragut, U. S. Navy.

MOUND CITY, June 30, 1864.

SIR: You will, upon the receipt of this order, proceed with the vessel under your command, the *Chickasaw*, to New Orleans, and

report to Commodore J. S. Palmer or the commanding naval officer at that place for duty in Admiral Farragut's Squadron.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

COMMANDING OFFICER U. S. S. CHICKASAW.

[Order of same date and like tenor to commanding officer of the U. S. S. *Winnebago*.]

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Phelps, U. S. Navy, to withdraw the gunboats from the Arkansas River.

MOUND CITY, June 30, 1864.

SIR: You will have to get the gunboats out of the Arkansas River. We will lose them all, while no effort is made to hold the banks of the river by our troops.

I shall be glad if those there now get away without further loss. That is no way to supply Little Rock, and I have been opposed to it strongly all along.

This is the last rise that can be expected.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander S. L. PHELPS,
U. S. S. Hastings, Commanding 7th Dist. Miss. Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Mitchell, U. S. Navy, to proceed to duty in White River.

MOUND CITY, June 30, 1864.

SIR: You will report without delay to Lieutenant-Commander S. L. Phelps with your vessel for duty up White River in assisting our vessels.

If you are too unwell to go yourself, Lieutenant-Commander Phelps will take charge of your vessel.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander JNO. G. MITCHELL,
Commanding Eighth District and U. S. S. Carondelet.

Report of Rear-Admiral Porter, U. S. Navy, regarding the grounding of the U. S. S. Osage.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, July 1, 1864.

SIR: I have the honor to inform you that the iron boat *Osage* got aground coming up the river and the water fell so rapidly that she could not be got off. She is high and dry and will likely remain

so until launched again, which I am preparing to do as soon as I can launch the *Indianola*.

The grounding of these iron boats when the water falls is very detrimental to them, and they give evidence of no great strength, some of the bulkheads badly arranged having broken their rivets.

Everything will be done to get the vessel into the water again.

I have the honor to be, very respectfully, your obedient servant,
 DAVID D. PORTER,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Porter, U. S. Navy, approving the claim of owners for the loss of steamer Hope.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, July 1, 1864.

SIR: I have the honor to enclose herewith some papers * in relation to the loss of the steamer *Hope*.

She was lost by one of our vessels being driven into her in a gale of wind and through no fault of her owners.

I consider the claim a just one, and respectfully request the approval of the Department to pay the owners \$7,500 to remunerate them, as they can not afford to lose her.

I have the honor to be, very respectfully, your obedient servant,
 DAVID D. PORTER,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Instructions from Rear-Admiral Porter, U. S. Navy, to commanding officer of U. S. S. General Lyon, for expedition carrying mails and stores for the fleet.

MOUND CITY, July 1, 1864.

SIR: You will proceed down river, carrying the mails and stores for the fleet.

Deliver the three accompanying letters to General Canby wherever he can be found.

Stop at Columbus, Ky., on your way down a sufficient length of time to allow Mr. Frank Sherman to make a sworn statement in relation to some parties at that place.

Take convoy past dangerous places going and coming, and if you are attacked by the rebels do not stop to fight them, but proceed on.

After performing the above duty you will return to this place.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral.

COMMANDING OFFICER, U. S. S. *General Lyon*.

Letter from Rear-Admiral Porter, U. S. Navy, to Major-General Canby, U. S. Army, regarding transfer of U. S. steamers Chickasaw and Winnebago for duty in Mississippi Sound, in accordance with suggestion of the latter.

MOUND CITY, July 1, 1864.

SIR: Your communication of June 24* in relation to the expediency of sending down the monitors *Chickasaw* and *Winnebago* to cooperate in the shallow water of Mississippi Sound in conjunction with some operations soon to be undertaken by your command has been received.

In reply I beg leave to inform you that the two above-named vessels have been sent.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Major-General E. R. S. CANBY,
Commdg. Military Division of the Mississippi,
Vicksburg, Miss.

Report of Lieutenant-Commander Phelps, U. S. Navy, referring to affairs in White River.

U. S. GUNBOAT HASTINGS,
Mouth of White River, July 1, 1864.

SIR: I have ordered the commanding officer of the steamer *Wilson* to leave his tow of barges here and to proceed with all dispatch to Cairo for ammunition, requisitions for which are enclosed; and I respectfully request that she, or some fast vessel, may return with it, as the vessels are now very short of shell particularly and may have all on hand exhausted before more can be received. Captain Bache believes that Shelby will again appear upon the east bank of White River, if he has not already done so, and he fully concurs with me in the expectation that Marmaduke will occupy St. Charles, which is an exceedingly ugly place, and from which it will be difficult to drive him.

The battery of the *Queen City* will all be recovered; and I propose to mount it in broadside on board the *Carondelet*, which vessel has now but one 100-pounder rifle on either side. Till the articles required for are received, she will have some 12-pounder howitzers borrowed from other gunboats.

She will leave in about one hour's time, accompanied by the *Silver Cloud*, with a convoy of three transports, for Devall's Bluff, and I shall follow up to-night, after having attended to everything here. The *Fawn* and *Naumkeag* are alone at Clarendon. I think it would be advantageous to advance Captain Rogers, as he is the more reliable one of the two old masters in command of those two vessels, while the other is the senior and is the senior master in this district.

* See p. 436.

The *Kickapoo* and *Cincinnati* are very much needed now; of the former, being in contractor's hands, I have little hope; but the latter, being in naval hands, I know will be pushed forward to the utmost.

I beg to invite your attention to the inefficiency of the 30-pounder Parrott for service in tinclads on this river. I would like much to have light 32's in the bows of all those vessels of that class, believing it would render them more efficient, especially if provided with 32-pounder shrapnel, as they should be.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Letter from Acting Master Rogers, U. S. Navy, to Brigadier-General Carr, U. S. Army, giving information regarding transports in the White River.

DEVALL'S BLUFF, July 1, 1864.
(Received 6:50 p. m.)

The steamer *Pike*, which left here at 3 p. m. yesterday, loaded with refugees, has just returned. She met with the gunboats 30 [*Fawn*] and 37 [*Naumkeag*] 8 miles this side of St. Charles at 6 o'clock this morning and brings the following letters addressed to me. Captain Grace, of gunboat No. 30, being sick, I hereby notify you that no transports will be allowed to pass down this river hereafter without convoy, unless they should be carrying dispatches, and then only in case their boilers are well protected. We have information of a battery at Prairie Landing, heavy firing having been heard at that point.

Very respectfully, etc.,

JNO. ROGERS,
Acting Master, Commanding.

Captain C. H. DYER,
Assistant Adjutant-General.

P. S.—Prairie Landing is 21 miles from mouth of river, on this side.

[Telegram.]

LITTLE ROCK, July 2, 1864.

General Steele thinks that the transport had better go down the river under convoy of the gunboats.

By order of Brigadier-General E. A. Carr:

C. H. DYER,
Assistant Adjutant-General.

Colonel J. K. MIZNER,
Commanding Devall's Bluff.

Report of Colonel Mizner, U. S. Army, referring to reported battery at Prairie Landing.

DEVALL'S BLUFF, July 2, 1864.

Colonel Geiger reports this morning that his scouts have returned, but bring no important information. They saw no enemy and heard

of none, except small parties of guerrillas. The horses of Ninth Iowa Cavalry need shoeing badly. The regiment is burning coal to shoe with. Will not small scouts answer until Colonel Geiger is in better condition to move? Should the general desire any large force sent, please give me general instructions as to their movements. The existence of a battery at Prairie Landing is only supported by gunboats 30 [*Fawn*] and 37 [*Naumkeag*] from the sound of artillery in that direction. Four boats will be ready for convoy on Monday. The Navy object to escorting a single boat, but will take this number. Colonel Geiger desires permission to visit Little Rock to-day.

All quiet here.

J. K. MIZNER,
Colonel, Commanding.

Captain C. H. DYER,
Assistant Adjutant-General, District of Little Rock.

Letter from Brigadier-General Roberts, U. S. Army, to Lieutenant-Commander Foster, U. S. Navy, desiring protection of gunboats for his diminished command.

HEADQUARTERS NINETEENTH ARMY CORPS,
Morganza, La., July 2, 1864.

CAPTAIN: The First and Second Divisions, Nineteenth Army Corps, leave here to-day and proceed to New Orleans, leaving only the Third and the cavalry at this post. Until the defenses of this place are completed and its guns mounted the presence of some of your gunboats would add to the protection and safety of the small command remaining. General Emory, before leaving last night, expressed to me his regrets that by culpable carelessness of troops your boats had been exposed to fire from their musketry, and I wish to assure you that, so far as I am concerned, efforts will not be wanting to prevent any disagreeable recurrence of that kind and to make it in every way pleasant for you to be near my command.

Respectfully, your obedient servant,

B. S. ROBERTS,
Brigadier-General, Commanding.

Captain FOSTER, U. S. Navy.

Report of Lieutenant-Commander Greer, U. S. Navy, regarding the illicit operations of steamer C. J. Millar.

U. S. S. BENTON,
Off Natchez, July 2, 1864.

SIR: I have the honor to inform you that I have received information that articles such as flour, whisky, sugar, and calico have been landed at Waterproof, La., from the propeller steamer *C. J. Millar* (a cotton boat). The quantity landed was of small value, not over \$9 or \$10; still, the disposition of the people on board was shown. My informant is Captain Odlin, of the United States detective force.

I will obtain his affidavit and that of one or two other parties, and send them up by the next dispatch boat. Captain Odlin is a witness himself, and, if necessary, can easily be obtained. The boat has started for some point up river beyond Cairo, possibly New Albany, for repairs; otherwise I should have seized her. I last heard of her at Vicksburg. She is said to be disabled and will have to be towed up.

I send this letter per packet that you may be advised should you deem proper to seize her on her arrival at Cairo.

Very respectfully, your obedient servant,

JAMES A. GREER,

Lieut. Comdr., Comdg. Benton and 5th Dist. Miss. Squadron.

Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron.

[Telegram.]

MOUND CITY, ILL., July 2, 1864.

Bache not sick, but fighting pretty hard up White River.

DAVID D. PORTER,

Rear-Admiral.

Hon. G. V. FOX,

Assistant Secretary of the Navy, Washington, D. C.

Letter from the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, transmitting a clipping from the New York Tribune, desiring investigation of charges against the Navy contained in it.

NAVY DEPARTMENT,

Washington, July 2, 1864.

SIR: The enclosed is a copy of communication that was sent to the Tribune (New York) for publication, and has been sent by one of the editors to this department. It is from the pen of a resident of Pine Bluff, Ark. The charges against the Navy contained in it are general, and I have informed the person from whom I received it that the writer should name any naval officer that has been engaged in the transactions to which he refers, so that a thorough investigation may be had.

Very respectfully, etc.

GIDEON WELLES,

Secretary of Navy.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron, Cairo, Ill.

[Enclosure.]

LITTLE ROCK, June 14, 1864.

The Treasury Department has either to stop trade at Memphis to go below that point or we shall have an endless job to get rid of the rebs either as an army or guerrillas. No half-way measure will do

in the premises. General Washburn is active in all his endeavors to supplant the rebels, while feeding of them comes from Memphis by smuggling. General Washburn is looked upon by Union men as the best officer for the Union cause who ever had charge of the district. He leaves nothing undone to bring this war to a close with speed. While he is working this way, I regret to say some of our officers are accused, and I think rightly, of furnishing supplies to the enemy.

The Navy are not pure in this respect. Captain Prichett is an exception. He hates a rebel as he does the devil; you will pardon me with a few words:

Some four months ago Chettester & Co., composed of Fellows, Rainey & Elliott, of Camden, in this State, agreed with the so-called Confederate Government to furnish the Trans-Mississippi Department with salt meat, at 4 pounds of cotton for 3 pounds of salt meat. The cotton has all been confiscated by the Government and Government bonds paid for most of it. Planters to deliver when called for. For the last four months it has been called for and transported to Lake Village in Chicot County, on the Mississippi. Chettester has been there generally, and has traded with our gunboats for provisions and paid in cotton. When Steele entered Camden there were three stores full of Yankee goods that were obtained in this way. Besides steamboats land at Lake Village, Eunice, and Gaines Landing; they get cotton and pay in goods; if the Treasury Department allows it, it may be right. One thing is certain, the Union rural inhabitants are wondering how such things can occur.

If the Navy Department or a committee of Congress will investigate this matter, the witnesses can be had, and Navy and Army officers subpoenaed.

“ARGUS.”

[Telegram.]

MOUND CITY, *July 2, 1864.*
(Received 3d, 10:55 a. m.)

With your permission I propose to leave here to-morrow for Washington.

DAVID D. PORTER,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary.

[Telegram.]

MOUND CITY, ILL., *July 2, 1864.*
I leave to-morrow for Washington, and will see Mr. Eames there.

DAVID D. PORTER,
Rear-Admiral.

HON. G. V. FOX,
Assistant Secretary of the Navy, Washington, D. C.

Instructions from Rear-Admiral Porter, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, previous to departure for the North.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, July 3, 1864.

SIR: Proposing to make a short trip to the North, and not knowing how long I shall be gone, you will please have attended to such matters as I may leave unfinished or that may turn up hereafter.

The commanders of districts have all received full instructions in relation to their respective districts, and it will only be necessary to forward to me copies of such portion of their reports as may be of interest, and comply as soon as possible with all reasonable and necessary requisitions.

No alterations will be made in the present arrangements of the squadron during the time I am away without my directions. My flag will fly on board the *Black Hawk* while I am away.

That will be the headquarters, and all public documents will be sent there, opened, and filed away in the usual manner.

I will inform you as soon as possible and from time to time where my place of residence will be, and you will please make all reports to me at the place I may designate.

I wish the following matters attended to as soon as possible:

The mortar boats, without the iron or mortars, will make most excellent landings, and I wish 8 or 10 of them brought up and anchored along the levee, properly fixed for a landing. Let the mechanics get up the storehouse and the boathouse as soon as possible after I send on word, and the dispensary can then be commenced as soon as you can employ the mechanics.

I wish the *Cincinnati* pushed on with all the force that can be put upon her, and employ some hands on the *Tuscumbia*, getting the iron off of her deck.

As fast as the vessels (light-drafts) are ready, send them to their respective stations, even though the crews may be short.

The *Fairy* and *Sibyl* are to be kept in the station and be prepared for such emergencies as may occur at Cairo or near there.

I don't want these two boats sent from the station, unless absolutely necessary or by my order.

As the telegraph is so handy, you will have no difficulty in telegraphing me in all cases when there may be necessity, and please be particular in having all telegrams paid at Cairo. I will also order that my telegrams be paid at Cairo.

You will see that coal is sent down now while the river is up, so that the vessels below will have ample supplies through the summer.

I will write you from time to time as circumstances require.

If a board is ordered to examine a site for navy yard, you will please give them all the information you possess and show them the charts, copies of which you should have.

Fit the *Great Western* without delay for a receiving vessel, not forgetting to put up a good and substantial prison on board.

Have all bunks in her taken down and have hooks put up for hammocks.

Send me a weekly summary of work done on board the vessel and on shore.

If there is any prize matter on hand which I may have forgotten to report, see that it is reported to the court, and whatever may be stowed on the *Abraham*, have sent to Mr. Halliday to be put in store and sold when the marshal's sale takes place.

You will observe by a general order sent to you that a party of 10 men have left Shreveport for the purpose of burning buildings, etc.

You will take every precaution against those incendiaries.

You will issue orders to permit no stranger to pass our sentries without being stopped and obliged to give an account of himself to the sergeant of the guard.

The general order will explain to you the necessity for proper precautions against all dangers.

I wish the *Kickapoo* fitted out at once, stores got on board, and ready to proceed at a moment's notice to White River and relieve the vessels in their difficulties there.

I would keep the vessels in the stream as much as possible; discipline is better and less danger of strangers coming on board.

You will permit no sailors to be on shore after 8 o'clock p. m., and will direct a patrol of marines to pick up all those found on shore, unless it may be persons who have families and special permits from you.

None but commanders of vessels and executive officers will be allowed to grant permits to sailors to go on shore or to persons not connected with the Navy to pass on board.

If no orders come for the *Kickapoo*, fit her out and send her to the mouth of Red River to relieve the *Neosho*, which vessel will report to Captain Phelps in White River.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Captain A. M. PENNOCK,
Fleet Captain and Commandant of Station, Mound City.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Gorringe, U. S. Navy, to proceed down the Mississippi as bearer of dispatches.

MOUND CITY, July 3, 1864.

SIR: You will proceed without delay down the river with the accompanying dispatches. Stop at White River on your way down and deliver to Captain Phelps the letter addressed to him. You will then proceed on to Natchez, where you will find Lieutenant-Commander Greer, and deliver to him the dispatch for him.

Having performed the above duty you will return to this station.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Acting Volunteer Lieutenant H. H. GORRINGE,
Commanding Sibyl.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Phelps, U. S. Navy, regarding certain vessels assigned to duty in White River.

MOUND CITY, July 3, 1864.

SIR: I have ordered you the *Neosho*, *Mound City*, and *Pittsburg* for duty in White River.

When you have no further use for them, send them to their different stations.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander S. L. PHELPS,
Commanding Vessels in White River.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Greer, U. S. Navy, to send two vessels to White River.

MOUND CITY, July 3, 1864.

SIR: You will send without delay the *Mound City* and *Pittsburg* to White River, to report to Captain Phelps for duty, and you will have other vessels detailed as soon as you can to supply their places.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander JAS. A. GREER,
Commanding Fourth District.

Letter from Lieutenant-Commander Phelps, U. S. Navy, to Major-General Steele, U. S. Army, regarding affairs in the White and Arkansas rivers.

U. S. GUNBOAT HASTINGS,
Devall's Bluff, July 3, 1864.

GENERAL: I have brought one of the turtles, the *Carondelet*, up to Clarendon, where she will remain as long as there is water for her, and I fancy Shelby will have a good time if he runs against her. The old *Tyler* is *hors de combat* just now with a wheelhouse torn off. I do not at all understand why it is that Marmaduke's, or at present Fagan's, command should remain so long at Red Fork Landing on the Arkansas. Four days since the encampments extended from that landing down to within 8 miles of Napoleon, and his pickets were all along the levee. His force is probably greater than you suppose. Some of his men are across the Arkansas, back of St. Charles and Crockett's Bluff, horse stealing and catching conscripts. If I had a vessel fit for the purpose, I would make Red Fork Landing too hot for the rebels. I am sure it will not do to let vessels run without convoy for a while. Shelby is only a few miles from Clarendon, and will try again. Marmaduke's people have plenty of artillery, and will be at St. Charles when that fitful Arkansas subsides a little. A

steamer or two of light draft would help in crossing the Arkansas mightily, and we could not, in all probability, get one away from them, for they have only to run her into that river through the cut-off, when she would be safe from pursuit. Tinclads would be cut to pieces and ironclads could not go far up the Arkansas. Things don't look very cheerful anywhere within the vast extent of military operations. Grant makes sorry progress. Sherman is pretty much at a stand, while the rebels seem to have plenty of people for outlying operations. General A. J. Smith is out against Forrest with all the available men at Memphis. General Canby is moving 20,000 men from Morganza, but where, I do not know. I left Bache none the worse for the ducking he got the other day. I should be glad to remain up here for a few days, but I feel very uneasy about the Mississippi at Napoleon, where the rebels may at any moment bring out their numerous pieces and blockade, for the time, that river. Bache will come up in a few days and will have force enough, probably, to break the enemy out of any position at short notice. I will make all the effort possible to provide frequent vessels for convoying purposes. Give my regards to the gentlemen of your staff, and

Believe me, general, yours, most truly,

S. L. PHELPS,
Lieutenant-Commander.

Major-General F. STEELE, U. S. Army,
Commanding Department of Arkansas, Little Rock.

Order of Fleet Captain Pennock, U. S. Navy, to Acting Volunteer Lieutenant Woods, U. S. Navy, to assume temporary command of the U. S. S. Kickapoo.

JULY 4, 1864.

SIR: You will assume temporary command of the U. S. S. *Kickapoo*, and you will see that your vessel gets ready for service with all dispatch.

Acting Master Atkinson has made out all the necessary requisitions, and you will see that they are all filled.

You will instruct your paymaster to make out all the necessary requisitions for provisions and clothing, and see that they are filled forthwith.

The officers must all mess on board of the vessel.

Respectfully,

A. M. PENNOCK,
Fleet Captain, Commanding.

[Acting Volunteer Lieutenant D. C. Woods.]

Order of Fleet Captain Pennock, U. S. Navy, to Lieutenant-Commander Selfridge, U. S. Navy, to assume temporary command of the Fifth District.

MOUND CITY, July 4, 1864.

SIR: By direction of Admiral Porter, you will proceed down the river as soon as your vessel is ready for service and assume com-

mand of the Fifth District during the absence of Lieutenant-Commander Greer.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Lieutenant-Commander T. O. SELFRIDGE,
Commanding U. S. S. Vindicator.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Master Glenney, U. S. Navy, commanding U. S. S. Rattler, approving occasional visits to St. Joseph, La.

U. S. S. BENTON,
Off Natchez, July 4, 1864.

SIR: Your letter of 3d instant is received. I think your visits to the towns of St. Joseph, etc., will be productive of good. Do not go again for awhile in order that the rebels may be off their guard. I presume it is unnecessary for me to tell you to remind your men that no pillaging will be allowed. I hope you will get some rebel officers yet.

You must stay about St. Joseph most of the time; that is the crossing place.

Very respectfully, your obedient servant,

JAMES A. GREER,
Lieut. Comdr., Comdg. Benton and 5th Dist. Miss. Squadron.

Acting Master D. W. GLENNEY,
Commanding U. S. S. Rattler.

Report of Lieutenant-Commander Phelps, U. S. Navy, of arrival at White River Station of U. S. steamers Hastings and Fawn, conveying eight transports, and reporting an attack at St. Charles, White River.

U. S. GUNBOAT HASTINGS,
Off White River Station, July 5, 1864.

SIR: I arrived at this place last night with this vessel and the *Fawn*, having in convoy eight steamers.

About noon we were fired upon a little above St. Charles by riflemen, who, for a short time, kept up a brisk fire, but were driven away by the fire of the gunboats. I had been at loss to know how we should celebrate the Fourth, being underway and having so much of a convoy in charge, but this attack occurring about noon furnished the opportunity of at once punishing the enemy and celebrating the day by firing cannon. Although the first volley was fired into us at a distance not greater than 25 yards, and a number of persons were exposed about deck, no one was hit and no damage was done other than a slight injury to woodwork and furniture.

I am, very respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Phelps, U. S. Navy, discussing the operations of Major-General Steele's command in and about White River.

U. S. GUNBOAT HASTINGS,
White River Station, July 5, 1864.

DEAR SIR: I intended writing to you privately by the *Wilson*, but official correspondence took up all the time and I would not delay her. I fear that there is not as much activity and energy amongst many of Steele's people, general officers especially, as there should be. Many of Carr's men, after his return to Clarendon from the lame pursuit of Shelby, spoke very contemptuously of the whole operation, declaring that they might have captured half the enemy and all his artillery if their pursuit had been vigorous in any sense. It is in vain that we represent to them the movements of the enemy. I assured Steele that Shelby would be at Clarendon certainly, and that I would send the *Tyler* up there, but I thought the army should watch his movements. Nothing of the kind was done, and when he captured the *Queen City* there it was a perfect surprise to the army. The lucky hit in getting the *Tyler* up in time with Bache alone prevented Shelby, who is a daring and enterprising fellow, from establishing himself in a way with the *Queen City's* guns and ammunition that Steele would have had trouble in getting him out. To this day Steele does not believe that Marmaduke's force is on the Arkansas at Red Fork Landing, yet he has been there with 8,000 men and 40 pieces of artillery for the past two weeks and, I doubt not, would have crossed the river but for its high stage. It was, doubtless, and is yet, the design to cut and interfere with General Steele's supplies. It is possible that this heavy outlying force is intended to distract attention from the main purpose of the enemy to push forces into Missouri. Price certainly has a considerable force, stated at 18,000, and the rebels have as much faith in Price's power over the people of Missouri as ever. Certainly there is not much backwardness in enlisting on the part of the rebel element in Arkansas. Banks' terrible operation has raised up hosts of recruits for the enemy, strengthening those who were not wavering and confirming those who were on that side. Bache had quite an accident happen to him. He was in the roundhouse of the old *Tyler* when she picked up a log which carried away the outside of wheelhouse and the whole after angle and with it, of course, the quarter gallery. Bache found himself suddenly in the river floundering about wholly unable to swim. He, however, got hold of the driftwood and held on till fished out.

The wheel and wheelhouse are now repaired, and she is up river. The boarding from the roof of a barge was used to plank the wheelhouse, and although it will not bear inspection at close quarters, it looks tolerably well at a distance. The *Lexington* is the hardest looking old wreck I ever saw. General Canby seems to be entirely in earnest about cooperation on the river, and I am glad he has reduced Banks to nothing at New Orleans, punishing him infinitely worse than deprivation of command. He was an autocrat, and has not power now to approve a bill.

Respectfully and very truly, yours,

S. L. PHELPS.

Admiral D. D. PORTER, U. S. Navy,
Cairo, Ill.

Report of Lieutenant-Commander Owen, U. S. Navy, stating the necessity of retaining the U. S. S. Prairie Bird on her station till relieved by another vessel.

U. S. S. LOUISVILLE,
Off Skipwith's Landing, July 5, 1864.

SIR: I have the honor to acknowledge the receipt of your communication of June 27. The *Prairie Bird* is stationed in the neighborhood of Columbia and Greenville, two bad places for guerrillas and good points for fieldpieces. The *Romeo* and *Marmora* have between them the rest of the river to Napoleon. The *Prairie Bird* can not well be spared until relieved by another boat. The *Romeo* is equally in as bad condition. The boilers of both are badly burned. They have been temporarily repaired, and I have sent to the *Samson* for boiler makers, tools, material, etc.

I am, sir, very respectfully, your obedient servant,

E. K. OWEN,
Lieutenant-Commander, Commanding Sixth District.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Letter from Commodore Palmer, U. S. Navy, to Rear-Admiral Porter, U. S. Navy, requesting the services of two ironclads for the protection of New Orleans.

U. S. NAVAL HEADQUARTERS,
No. 148 Canal Street, New Orleans, La., July 5.

MY DEAR PORTER: We were on the eve of a grand expedition to capture Mobile—that is, the army was—but it is now all knocked in the head by a requisition from the Government to send at once 20,000 men to reinforce Grant. This puts us on the defensive here. I am not an alarmist, you know, and take things easy, but I would be much obliged to you, and I think those who are left here would likewise, if you would spare me a couple of ironclads for the protection of the city. I can relieve them by tinclads, and will send them back the moment the necessity is over. General Canby told me he had written you to send him a couple of ironclads, to accompany him over to Mobile, but that is now abandoned. Farragut is still off Mobile, waiting for Buchanan, who has been adding to his force, and the admiral wrote me yesterday he was now hourly expecting him. You know he not only proposes to destroy our fleet, but to capture New Orleans. Now, though I question his ability to do the one or the other, I would like to have something better than the old *Portsmouth* and two or three broken-down gunboats to meet him in the river.

I know you will let me have the ironclads, if you can, so write me at once what you can do. Banks is still here, too thick-skinned to leave his berth here, but I am thankful that he has no longer any military occupation.

Very truly, yours,

J. S. PALMER.

[Telegram.]

ST. LOUIS, *July 5, 1864.*

At my request Major-General Rosecrans applied to you to station a gunboat at New Madrid. The application was made to secure the somewhat small garrison there, not to regulate trade in the district. I am informed that Captain Mitchell, commander of the gunboats, stops all boats shipped there with my approval. Please order him to report to the commanding officer at New Madrid, who is charged with the duty under the orders of myself and the department commander of regular trade to that town, or at least cease interfering with shipments there made with my approval. Please answer.

THOS. EWING, JR.,
Brigadier-General.

Commodore D. D. PORTER,
Mound City.

Report of Lieutenant-Commander Greer, U. S. Navy, regarding destruction of plantation by the Confederates.

U. S. S. BENTON,
Off Natchez, July 6, 1864.

SIR: I have the honor to inform you that during the last ten days the rebels, under Isaac F. Harrison, on the Louisiana side, have been destroying some plantations and threatening others. Acting Master D. W. Glenney, commanding *Rattler*, saved 72 negroes from a place near Ashland and got a few shots at the rebels.

Captain Hoel, of the *Pittsburg*, has been out on several scouts and captured 2 prisoners, notorious characters, one a lieutenant. I have turned them both over to the provost-marshal, and they will be sent North as prisoners. We are now trying to get a lot of wool near St. Joseph, it belongs to the C. S. A.

I keep the light-drafts moving all the time, with orders not to remain in one place day or night over two hours.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Order of Fleet Captain Pennock, U. S. Navy, to Acting Master Farrell, U. S. Navy, commanding U. S. S. Peri, to report for duty at the mouth of Red River.

MOUND CITY, *July 7, 1864.*

SIR: You will, upon the receipt of this order, proceed with the vessel under your command, the *Peri*, to the mouth of Red River and report to Lieutenant-Commander J. P. Foster, commanding Fourth District Mississippi Squadron at that place, for such duty as he may assign you,

On your way down you will take every precaution to guard against accidents or surprises by the enemy. Never tie up to the bank at night unless it can not be avoided, and then bright lookouts must be kept.

Very respectfully, your obedient servant,

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

Acting Master THOMAS M. FARRELL,

Commanding U. S. S. Peri.

Report of Lieutenant-Commander Phelps, U. S. Navy, referring to certain vessels.

U. S. GUNBOAT HASTINGS,

White River Station, July 7, 1864.

SIR: The *Sibyl* arrived at 1 a. m. on the 6th and, leaving her dispatches, proceeded down river. As you direct me to send the vessels ordered to my assistance back to their stations when no longer required, I informed Captain Greer that the water in White and Arkansas rivers was falling so rapidly I thought only one of the two boats, *Mound City* or *Pittsburg*, would be needed, and that if the other should be required, I would send for her.

I understand that the *Kickapoo* is ready, except in officers and men. As you told me I should have her till the *Cincinnati* should be ready, I respectfully suggest that you can put officers and men enough on board to bring her to this place; I can supply the remaining deficiency. She would be worth at least two of the Pooks in White River, where their vulnerable sides are exposed to field artillery.

The *Lexington* answers well to guard this station, but is useless for other purposes, or nearly so. Part of her people can go temporarily to the *Kickapoo*, and Captain Bache or myself would be with her most of the time up White River.

I can put a reliable officer on board as executive, to be left in charge when I am absent, unless you have a captain for her.

I am, respectfully, your obedient servant,

S. L. PHELPS,

Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron.

Report of Lieutenant-Commander Phelps, U. S. Navy, regarding location of certain vessels and movements of the enemy.

U. S. GUNBOAT HASTINGS,

White River Station, July 7, 1864.

SIR: The *Carondelet*, *Naumkeag*, and *Silver Cloud* are stationed at Clarendon and vicinity. The *Tyler* and *Fawn* went up on the 5th instant, taking up \$2,500,000 in charge of 19 paymasters, and also a bearer of dispatches from General Canby, who was in great haste.

The general has undoubted information that the enemy is concentrating all his force against General Steele. I was at Napoleon yesterday. The enemy has pickets a few miles out and allows no communication between the town and country back. Marmaduke, at last advices, was at Red Fork, and the Arkansas is becoming low again.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER, U. S. Navy.

Letter from Lieutenant-Commander Greer, U. S. Navy, to Lieutenant-Commander Foster, U. S. Navy, transmitting information regarding affairs in White River.

U. S. S. BENTON,
Off Natchez, July 7, 1864.

SIR: The *Sibyl* has just arrived with a dispatch for me to send up two ironclads to Captain Phelps.

I also received the enclosed letter from Captain Phelps; it explains itself. The order for the *Neosho* seems to have been overlooked. I deem it my duty to send the *Sibyl* to you with the letter of Captain Phelps, as it explains the necessity of the situation. Please return the letter to me.

Very respectfully, your obedient servant,

JAMES A. GREER,
Lieut. Comdr., Comdg. Benton and Fifth Dist. Miss. Squadron.

Lieutenant-Commander J. P. FOSTER,
*Commanding Second District Mississippi Squadron,
U. S. S. Lafayette.*

[Enclosure.]

U. S. GUNBOAT HASTINGS,
White River Station, July 5, 1864.

SIR: I have a communication from the admiral, advising me that he has ordered the *Neosho*, *Mound City*, and *Pittsburg* to come up to my assistance in White River, and that I must order them back to their stations when I can spare them. The first-named we need very much, but I anticipate that both of the others, on account of the falling water, will hardly be required. If you will send one of them now, I will, should the other be needed, send a dispatch vessel to you for it. Before the rebels had succeeded in removing the *Queen City's* battery, the *Tyler*, with the *Fawn* and *Naumkeag*, went down from Devall's Bluff, attacked them, and, after a sharp fight, drove them off, recapturing everything taken from one vessel, but she was fired, burned, and blown up.

Marmaduke, with 8,000 men and 40 pieces of artillery, threatens White River upon the west bank, while Shelby, with 2,500, is still upon the east bank. General Steele's position at Little Rock is a very isolated one, and his communications are easily cut.

I have no news outside of the above and such as the newspapers give.

I am, respectfully and truly, yours,
S. L. PHELPS,
Lieutenant-Commander.

Lieutenant-Commander JAMES A. GREER, U. S. Navy,
Comdg. 5th Dist. Miss. Squadron, Gunboat Benton.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Volunteer Lieutenant Langthorne, U. S. Navy, commanding U. S. S. Mound City, to report for duty in White River.

U. S. S. BENTON,
Off Natchez, July 7, 1864.

SIR: You will, upon the arrival of the *Forest Rose*, proceed to White River without delay and report to Captain Phelps for duty. You can press any steamer to assist in getting you up river. Tell the captain of the *Forest Rose* about the condition of affairs at your present station.

Very respectfully, your obedient servant,
JAMES A. GREER,
Lieut. Comdr., Comdg. Benton and Fifth Dist. Miss. Squadron.
Acting Volunteer Lieutenant A. R. LANGTHORNE,
Commanding U. S. S. Mound City.

Letter from Fleet Captain Pennock, U. S. Navy, to Lieutenant-Commander Foster, U. S. Navy, regarding the U. S. S. Peri.

MOUND CITY, July 8, 1864.

SIR: The U. S. S. *Peri* has been ordered to report to you for duty in the Fourth District.

Very respectfully, your obedient servant,
A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Lieutenant-Commander JAMES P. FOSTER,
Comdg. U. S. S. Lafayette and 4th Dist. Miss. Squadron.

Report of Lieutenant-Commander Phelps, U. S. Navy, regarding the withdrawal of vessels from White River on account of falling water.

U. S. GUNBOAT HASTINGS,
White River Station, July 8, 1864.

SIR: The *Carondelet* has arrived to-day from Clarendon, having been forced to come out of the river by reason of falling water. A rapid fall in the Mississippi and Arkansas rivers has drained the water off from the lower part of White River, while a good stage remains in it a hundred miles above the mouth, where it is less influenced by these causes. The *Tyler* I expect out to-night, and she will

be unable to return up it again. The *Neosho* will be able to stay up a short time only, and then light tinclads are alone likely to be able to navigate it. Of these I have three; the *Hastings* can not be counted, drawing too much water, and one repairing at Memphis.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Letter from Lieutenant-Commander Phelps, U. S. Navy, to Major-General Steele, U. S. Army, regarding movement of the enemy across the Arkansas River.

U. S. GUNBOAT HASTINGS,
Mouth of White River, July 9, 1864.

GENERAL: A portion, if not all, of Fagan's force crossed the Arkansas River on Wednesday last. The person reporting it is known to me, and I deem him reliable. He saw 10 pieces of artillery (all brass, he thinks) going to the ferry. Four thousand cavalry, they told him, were with the force, and he thinks the whole number of men with Fagan 6,000 to 7,000. Four hundred had crossed at 10 a. m. when he was at the ferry, Wednesday morning, and they expected to cross 2,000 to 3,000 that day. They had flats for crossing cannon, etc. Fagan's headquarters were at a Mr. Douglass's, some 35 miles below Pine Bluff, where he saw the general. All the enemy had left Red Fork Landing for South Bend, and all whom he saw were moving in that direction. Shelby was near Augusta four or five days since. My informant says Fagan's men are full of going to Missouri.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander, Division Commander.

Major-General F. STEELE, U. S. Army,
Commanding Department of Arkansas, Little Rock.

Report of Lieutenant-Commander Owen, U. S. Navy, commanding the Sixth District, regarding condition of affairs in his command.

U. S. S. LOUISVILLE,
Off Skipwith's Landing, July 9, 1864.

SIR: Everything quiet at this district; only a few guerrillas on both banks, from Napoleon to Cypress Creek, in Arkansas, and Greenville to Memphis. The rebels continue in this neighborhood and frequently visit, in ones and twos, the Duncan House. They steal nothing but mules, watches, horses, and money. The steamer *Freestone* has permission to get on board some cotton about Eggs Point under the surveillance of the *Prairie Bird*. No trade boats in this district, saving at Goodrich's and Vicksburg. I have not had Acting Master's Mate Scanlan examined, as he is too sick, and I have to send him to the hospital. I am very much in want of a surgeon. I have never

received back any of the men sent to the hospital from this vessel. I have not seen the mortar boats at Vicksburg since the 22d May. I shall visit them some time this month, if I can get through with all the examinations. The wood yard at 76 has been destroyed by the rebels, and the white man in charge, Mr. Waddell, has been hung.

I am, sir, very respectfully, your obedient servant,

E. K. OWEN,

Lieutenant-Commander, Commanding Sixth District.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Report of Lieutenant-Commander Owen, U. S. Navy, regarding an attack upon the U. S. S. General Lyon below Skipwith's Landing.

U. S. S. LOUISVILLE,

Off Skipwith's Landing, July 9, 1864.

SIR: Captain Tennyson, commanding the *General Lyon*, has just reported to me having been fired into at Cammack's, 22 miles below here, and at head of Stack Island, 8 miles below. This force must have crossed Steele's Bayou at Tallulah bridge, as it is the only place to cross below Turnbull Ferry, 12 miles north of this. A small force here of infantry and cavalry will protect all the country this side of Deer Creek and Steele's Bayou.

I am, sir, very respectfully, your obedient servant,

E. K. OWEN,

Lieutenant-Commander, Commanding Sixth District.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Report of Lieutenant-Commander Phelps, U. S. Navy, regarding conditions in the White River.

U. S. GUNBOAT HASTINGS,

White River Station, July 10, 1864.

SIR: The enemy began crossing the Arkansas River at South Bend on last Wednesday, 6th instant. The last convoy arrived at Devall's Bluff during Friday night, and was but slightly molested by the rebels. I have dispatched another convoy this morning, and feel considerable apprehension in regard to it. The *Fawn* and *Naumkeag* have the transports in charge. The *Tyler* accompanied the fleet past Prairie Landing, 22 miles up, but she can not now reach St. Charles, the dangerous point at present.

I ordered Master Commanding Grace to turn back at once should he learn that the enemy had reached White River anywhere above him. I presume Devall's Bluff is the present point to be attacked, and I am anxious to get those gunboats and the *Silver Cloud* there to assist in its defense. The *General Lyon* reports that the *Mound City* will be here to-night and the *Neosho* to-morrow. This latter one will be of great service, but the former can only operate should

the enemy undertake to locate himself at Prairie Landing. We much need two more tinclads. Under present circumstances not less than three in company should move on the river, and to do the duty of convoying requires two sets of boats, one to ascend as the other descends the river. When the *Exchange* returns from repairing I shall have four only for the service. This vessel might be assigned that duty but for her draft of water, which within five or six days, the river falling as at present, will shut her out. It is presumed that the present crisis will have passed within two weeks' time, as land forces by that time must come to a trial of the question which is to occupy Little Rock and White River.

I am, very respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Letter from Major-General Canby, U. S. Army, to Rear-Admiral Porter, U. S. Navy, acknowledging the prompt compliance with his request for cooperation in the Gulf.

HDQRS. MILITARY DIVISION OF WEST MISSISSIPPI,
New Orleans, July 10, 1864.

ADMIRAL: I have the honor to acknowledge the receipt of your communication of the 1st instant (in reply to mine of the 24th ultimo), in which you inform me that the monitors *Chickasaw* and *Winnebago* have been sent to cooperate in the shallow water of Mississippi Sound, "in connection with some operations soon to be undertaken by your (my) command."

Orders recently received from the headquarters of the Army have caused the transfer from this division of quite a large number of troops, in consequence of which the force intended for operations against Mobile has been materially reduced. The ironclads will, however, be able to do good service, and I desire to express my obligations for the promptness with which you were good enough to comply with my request.

Very respectfully, your obedient servant,

EDW. R. S. CANBY,
Major-General.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Mound City, Ill.

Order of Major-General Steele, U. S. Army, to Colonel Anderson, U. S. Army, discussing the movement of transport Commercial from White River without convoy.

HEADQUARTERS DEPARTMENT OF ARKANSAS,
Little Rock, July 12, 1864.

DEAR SIR: I have no objection to the *Commercial* going out of the river if the commander of the gunboat fleet thinks it safe, but I can

not countermand the orders of the Navy Department. It appears to me that 100 riflemen at St. Charles could do great damage to a transport without convoy, but I submit the matter to the decision of Captain Grace, commanding gunboat, who knows better than myself whether or not any danger is to be apprehended.

Very respectfully,

F. STEELE, *Major-General.*

G. W. ANDERSON,
Devall's Bluff.

Report of Acting Master Baldwin, U. S. Navy, commanding U. S. S. Romeo, of the capture of a member of the staff of Major-General Marmaduke, C. S. Army.

U. S. S. ROMEO,
Off Island No. 82, July 13, 1864.

SIR: On the 11th instant I sent an armed force, in charge of Acting Ensign R. P. Shaw, to the house of Colonel Llewellyn, opposite this island. The party captured Captain E. B. Burr, of Major-General Marmaduke's reserve staff, and forwarded him to you per the U. S. S. *Brown*.

No documents found upon the captain, but a sick leave of absence.

Very respectfully, yours,

THOMAS BALDWIN,
Acting Master, Commanding.

Fleet Captain A. M. PENNOCK,
Commandant of Station, Mound City, Ill.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Master Glenney, U. S. Navy, commanding U. S. S. Rattler, to proceed to Hurricane Island and relieve the U. S. S. Forest Rose.

U. S. S. BENTON,
Off Natchez, July 13, 1864.

SIR: You will immediately proceed to Hurricane Island and relieve the *Forest Rose*; coal at that point. The barge there is said to be in bad condition; try and save it; perhaps a bulkhead might be built to be of service. If you can do no better, run it into shoal water, and we can shift the coal into another barge when the river falls.

Upon the return of the *Forest Rose*, resume your old station.

Very respectfully, your obedient servant,

JAMES A. GREER,
Lieut. Comdr., Comdg. Benton and 5th Dist. Miss. Squadron.

Acting Master D. W. GLENNEY,
Commanding U. S. S. Rattler.

Report of Lieutenant-Commander Foster, U. S. Navy, showing the distribution of vessels in First, Second, Third, and Fourth districts.

U. S. S. KENWOOD,
Off Morganza, July 13, 1864.

SIR: Since my last communication to you the *Winnebago*, *Chickasaw*, and *General Bragg* have gone to New Orleans in obedience to your orders. I have also sent the *Neosho* to White River to report to Lieutenant-Commander Phelps in obedience to an order from Lieutenant-Commander Phelps, directed to Lieutenant-Commander Greer.

By the removal of these four vessels, the Second, Third, and Fourth districts have been greatly impaired in their efficiency, as the rebels have ceased to have the respect for tinclads they once had. I have made such alterations in the Second, Third, and Fourth districts as I think best for the defense of the river, taking care not to move any vessels out of the districts where you have placed them except in cases of necessity. The *Fort Hindman* is now stationed in the Fourth District on temporary service. I intend ordering one of the boats from the First District to cruise between Donaldsonville and Plaquemine.

Most of the vessels in the Second, Third, and Fourth districts are sadly in want of men. At the expiration of one month several of the vessels will not have men to work their batteries. The *Lafayette* at the present time is 60 men short. I can only work my forward and stern batteries by shifting my guns' crews. I am now at Morganza for the purpose of getting some men from the Army, but think it extremely doubtful as to my success in procuring any. The vessels of the First, Second, Third, and Fourth districts are stationed as follows, viz:

First District.—*Alexandria*, between New Orleans and Bonnet Carré; *General Price*, between Bonnet Carré and College Point; *Argosy* between College Point and Donaldsonville.

Second District.—*Kenwood*, at Baton Rouge, to cruise up or down as I may direct; *Nymph*, between Lobdell's Store and Waterloo; *Lafayette*, at Bayou Sara; *Avenger*, at Morgan Bend.

Third District.—*Ozark*, at Ratliff's Landing, or Head of Tunica Island; *Naiad*, 2 miles above Tunica village; *Gazelle*, at the mouth of Red River, for the purpose of watching torpedo boats; *Choctaw*, *Samson*, and carpenter shops, at Acklin's [Ackland's] plantation; *Neosho*, 3 miles below Fort Adams (now absent on temporary duty at White River).

Fourth District.—*Chillicothe*, at Fort Adams; *Fort Hindman*, in Dead Man's Bend; *Champion*, at Ellis Cliffs.

This is the best distribution I can make until all the absent vessels return to their respective districts. I regret to inform you, it is impossible to comply at present with your order to put a chain across the mouth of Red River, for the simple reason that it is impossible to procure a chain in this squadron.

The water on the bar at the mouth of Red River does not exceed 3 feet, and, from present appearances, will entirely close up in a short

time, as the bar seems to be filling out entirely across the mouth of the river.

Very respectfully, your obedient servant,

JAMES P. FOSTER,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Ensign O'Neill, U. S. Navy, to report for duty at Grand Gulf, Miss.

U. S. S. BENTON,
Off Natchez, July 13, 1864.

SIR: You will proceed to Grand Gulf with your vessel without delay and report to Acting Volunteer Lieutenant Hoel, of the *Pittsburg*, for service, delivering the accompanying dispatches.

Very respectfully, your obedient servant,

JAMES A. GREER,
Lieut. Comdr., Comdg. Benton and 5th Dist. Miss. Squadron.

Acting Ensign H. B. O'NEILL,
Commanding U. S. S. Curlew.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Volunteer Lieutenant Hoel, U. S. Navy, to proceed to Yazoo City on convoy duty.

U. S. S. BENTON,
Off Natchez, July 13, 1864.

SIR: General Slocum, who has gone out from Vicksburg on an expedition, is in need of rations, and wishes a supply by way of Yazoo City, and I have been called upon to afford convoy to a transport. I purpose sending the *Forest Rose* and *Curlew*, under your command. You will please start immediately, taking the *Forest Rose* from Hurricane Island, to which place I shall send the *Rattler* to relieve her.

Upon your arrival at Vicksburg inform the commanding officer of your arrival, also Colonel Rodgers, General Slocum's acting adjutant-general. Hurry up the matter and get back as soon as possible, sending the *Curlew* down to me with your report. It is hardly necessary to tell you to be prudent. I think you had better take your quarters on the *Forest Rose*, as she has had so many changes among her officers, the men will need a strong ruling hand.

Captain Johnston can go on board the *Rattler* till you return, if desirable.

The coal barge at Hurricane Island is said to be badly damaged; for that reason let the *Curlew*, etc., coal there. Advise the captain of the *Rattler* about saving the barge. I send a letter for Colonel

Rodgers, which please deliver. Do not delay one moment for cotton or anything of that kind.

Very respectfully, your obedient servant,

JAMES A. GREER,

Lieut. Comdr., Comdg. Benton and 5th Dist. Miss. Squadron.

Acting Volunteer Lieutenant W. R. HOEL,
Commanding U. S. S. Pittsburg.

Letter from Lieutenant-Commander Greer, U. S. Navy, to Major-General Slocum, U. S. Army, acceding to request for convoy of a transport to Yazoo City.

U. S. S. BENTON,
Off Natchez, July 13, 1864.

COLONEL: I have this morning received your letter of the 11th instant, asking for convoy to a transport to go to Yazoo City with rations for General Slocum. I send up the *Forest Rose* and *Curllew*, in command of Captain Hoel, who will confer with you on the subject.

I would like the boats back as soon as possible, as I need them in this district.

Very respectfully, your obedient servant,

JAMES A. GREER,

Lieut. Comdr., Comdg. Benton and 5th Dist. Miss. Squadron.

Lieutenant-Colonel H. C. RODGERS,
Assistant Adjutant-General
General Slocum's Staff, Vicksburg, Miss.

Report of Lieutenant-Commander Fitch, U. S. Navy, regarding the commissioning of U. S. steamers General Grant, General Sherman, General Burnside, and General Thomas.

U. S. S. MOOSE,
Ohio River, July 14, 1864.

SIR: I have the honor to report that the U. S. steamers *General Grant* and *General Sherman* will be put in commission on Wednesday, the 20th proximo, and go into active service.

The other two—the *General Burnside* and *General Thomas*—will follow in a day or so after.

The *General Thomas* has been patrolling the river for some weeks, but not regularly in commission. She will now be relieved by the *Grant* and *Sherman*, get her regular battery, officers, etc., and go into commission regularly.

All the boats have their complete complement of officers, lists of which will be sent in very soon, together with muster rolls, etc.

Very respectfully, your obedient servant,

LE ROY FITCH,

Lieutenant-Commander, Comdg. 10th Dist. Miss. Squadron.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Order of Fleet Captain Pennock, U. S. Navy, to commanding officer of the U. S. S. New National, to proceed with mail and supplies for the fleet.

MOUND CITY, July 15, 1864.

SIR: You will proceed down river, carrying the mails and stores for the fleet.

Take convoy past dangerous places going and coming, and if you are attacked by the rebels, do not stop to fight, but proceed on.

After performing the above duty, you will return to this place.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

COMMANDING OFFICER, U. S. S. NEW NATIONAL.

Order of Fleet Captain Pennock, U. S. Navy, to Acting Volunteer Lieutenant Woods, U. S. Navy, commanding U. S. S. Kickapoo, to proceed to mouth of Red River.

JULY 15, 1864.

SIR: You will proceed with the vessel under your command to the mouth of Red River and report to Lieutenant-Commander J. P. Foster, to relieve the *Neosho*. In case Captain Foster is not at the mouth of Red River, you will report to the senior officer at that place and report to Captain Foster by letter.

In going down the river you will keep a bright lookout, and keep your vessel in readiness in case of attack.

Do not run in the night when there is any possibility of running aground, and never tie up to the bank.

Respectfully, etc.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Acting Volunteer Lieutenant D. C. WOODS,
Commanding Kickapoo.

Order of Fleet Captain Pennock, U. S. Navy, to Lieutenant-Commander Foster, U. S. Navy, to send the U. S. S. Neosho for duty in White River.

JULY 15, 1864.

SIR: Upon the arrival of the *Kickapoo*, you will send the *Neosho* up to report to Lieutenant-Commander S. L. Phelps for duty in the Seventh District (White River).

Respectfully, etc.,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Lieutenant-Commander JAS. P. FOSTER,
Commanding 1st, 2d, 3d, and 4th Districts Miss. Squadron.

Report of Lieutenant-Commander Phelps, U. S. Navy, regarding affairs of his district.

U. S. GUNBOAT HASTINGS,
White River Station, July 15, 1864.

SIR: The *Neosho* has just come in sight below. I sent the *B* back for her night before last, and she is coming, towed by that vessel. Ten days have elapsed since the *Sibyl* passed down, and the distance the *Neosho* has come up is only about 400 miles. I do not know the tenor of your orders in regard to her. The *Mound City* has been here five days, but the stage of water in White River is not sufficient for her to go up many miles, and we have had a heavy convoy here which could not go till the *Neosho* arrived, by which delay stock and cavalry horses have been much injured. I have felt it necessary to detain the *Peri* for this trip, on account of the threatening appearances along White River and the value of the transportation going; she will come out at once and proceed to her station. I have urged Captain Pattison to hurry the repairs on the *Exchange* and send her down to me. No advices have been received from the last convoy sent up. Firing occurred during the first night and following morning after it left, heard by the soldiers on shore. I had no force to send up to ascertain the cause, as it will not do to permit a single tinclad to run on the river now. They should go at least in pairs. Two more are much needed. The Tennessee is low now, and I presume the vessels can not navigate it to much purpose for awhile.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

P. S.—I should add that the amount of supplies, reinforcements, etc., going forward to General Steele is much larger than usual.

S. L. PHELPS.

Report of Lieutenant-Commander Greer, U. S. Navy, regarding request of Major-General Slocum, U. S. Army, for convoy of a transport to Yazoo City.

U. S. S. BENTON,
Off Natchez, July 16, 1864.

SIR: I have the honor to inform you that a few days ago I received a communication from the assistant adjutant-general of General Slocum, commanding district of Vicksburg, stating that General Slocum had gone on an expedition toward Jackson, and wished to be supplied with rations by way of Yazoo City, and asking for convoy for the boat. As it seemed to require immediate attention, instead of referring the matter to Captain Owen, in whose district the Yazoo is, I sent the *Forest Rose* and *Curlaw*, under the command of Acting Volunteer Lieutenant Hoel, of the *Pittsburg*, to Vicksburg, there to consult with the military authorities in regard to the trip up the Yazoo. Whilst there, information was received that General Slocum had gone to the southward instead of toward Yazoo City, and had

struck the Mississippi River at Grand Gulf. This obviated the necessity of sending up Yazoo River, and Captain Hoel returned immediately to the district with the boats.

I enclose a copy of a letter addressed to Captain Hoel by General Slocum's assistant adjutant-general.

Very respectfully, your obedient servant,

JAS. A. GREER,

Lieut. Comdr., Comdg. Benton and 5th Dist. Miss. Squadron.

Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron.

[Enclosure.]

HEADQUARTERS DISTRICT OF VICKSBURG,
Vicksburg, Miss., July 15, 1864.

CAPTAIN: I have the honor to inform you that General Slocum has arrived with his command near Grand Gulf, [Miss.]. It will therefore not be necessary to send any supplies up the river or detain your command longer at this point. Permit me, in behalf of the major-general commanding, to thank you for the prompt manner in which you responded to my call for assistance.

I am, captain, very respectfully, your obedient servant,

H. C. RODGERS,

Lieutenant-Colonel and Assistant Adjutant-General.

Captain HOEL, U. S. Navy,

Commanding Forest Rose and Curlew.

NOTE.—Captain Hoel was sent by me to take charge of the expedition referred to.

JAMES A. GREER.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Ensign O'Neill, U. S. Navy, commanding U. S. S. Curlew, for special duty on Fairchild's Island, Miss.

U. S. S. BENTON,

Off Natchez, July 16, 1864.

SIR: I wish you to clean out the lower end of Fairchild's Island. Give these people forty-eight hours to leave, then destroy the shanty. Do not touch the main house on the island, occupied by a man named Mathers. Watch that point closely; also about Waterproof.

Very respectfully, your obedient servant,

JAMES A. GREER,

Lieut. Comdr., Comdg. Benton and Fifth Dist. Miss. Squadron.

Acting Ensign H. B. O'NEILL,

Commanding U. S. S. Curlew.

[Telegram.]

MOUND CITY, *July 16, 1864.*

(Received 18th.)

Phelps reports that the enemy has crossed the Arkansas at South Bend. He thinks Devall's Bluff is the present point to be attacked,

and asks for two more tinclads, as not less than three in company should move on the river, and to do the duty of convoy requires two sets of boats. The river is falling and only light-draft boats can navigate above Prairie Landing.

A. M. PENNOCK,
Commandant of Station.

Rear-Admiral D. D. PORTER,
Perth Amboy.

Letter from Major-General Steele, U. S. Army, to Acting Master Grace, U. S. Navy, advising that transports be convoyed out of White River at once, and giving the location of the enemy.

LITTLE ROCK, ARK., July 18, 1864—9:13 a. m.

CAPTAIN: I know of no force of the enemy threatening Devall's Bluff at present. I think it is best for you to convoy the transports out of the river and return as soon as practicable. Please let me know when you will start. There are rumors of General Taylor's approaching Monticello with 15,000 men. About 1,500 of Shelby's men are on this side of White River in the neighborhood of Searcy. The rest of his forces are principally at Jacksonport and Augusta, a few miles back from the river.

FRED. STEELE,
Major-General.

Captain J. R. GRACE,
Commanding Gunboat Fleet, Devall's Bluff.

Report of Acting Master Dennis, U. S. Navy, senior officer in charge of Eighth District, regarding location of vessels, and desiring further instructions.

U. S. S. HUNTRESS, July 19, 1864.

SIR: When Lieutenant-Commander J. G. Mitchell, commander of the Eighth District, left my vessel on his leave of absence, he directed me as the senior officer on duty in the district to receive and forward all official papers coming from subordinates to his address, and also when the *Carondelet* returned to the district from White River, to station the vessels as they had been previous to the temporary withdrawal of that vessel by Lieutenant-Commander Phelps. I have up to this time conformed to those orders of Lieutenant-Commander Mitchell, and the vessels are again at their stations, viz: The *Carondelet* between Memphis and Osceola; the *New Era* between Osceola and Tiptonville, and the *Huntress* between Tiptonville and Columbus.

I am now desirous of further instructions from the commander of the Mississippi Squadron as to my future conduct. I shall continue to receive and forward papers from the *Carondelet* and *New Era* as heretofore until further orders, and keep the commandants of those vessels instructed as to the duties required of them, so far as I have been informed thereof by Lieutenant-Commander Mitchell.

Very respectfully, your obedient servant,

JOHN S. DENNIS,
Acting Master, Commanding U. S. S. Huntress.

Fleet Captain A. M. PENNOCK.

Report of Assistant Quartermaster Brooks, Marine Brigade, making statements regarding its organization and usefulness.

NEW ALBANY, July 19, 1864.

GENERAL: When I had the pleasure of meeting you at your office on the 8th instant, we had some conversation on the subject of the Mississippi Marine Brigade, its usefulness, management, etc. On leaving, you requested me to put the substance of my remarks in writing and send to you, which I shall now do as near as I can recollect it.

The idea of such an organization was well conceived; it can do a work in keeping the river clear of guerrillas which can not be done in any other way without a large and almost impracticable expenditure of men and money.

When the organization was authorized in December, 1862, there was a necessity of it being got to work as soon as possible. General Ellet was ordered to recruit the men for it, as men could not then be detached from other service for that. Recruiting was difficult, and was progressing so slowly that the boats were likely to remain for some time idle for the want of men, when an order was obtained to recruit from convalescents from the hospitals.

This was done, and has been of great disadvantage to the fleet. Many of the men thus recruited, though thought to be fit for that duty, were found to be unserviceable. Many more had contracted the lazy and vicious habits which are found among the loungers about our hospitals, and the result was that the brigade started out with very poor material for a good command. I think much that has been said to disparage the command has not resulted so much from fault or inefficiency on the part of the officers, as from the kind of men of which it is composed. Notwithstanding these defects, I doubt if any portion of the Army, in proportion to the cost of men and money to the Government, has accomplished more. I doubt whether, without this, the navigation of the Mississippi could have been kept open.

The boats have been kept running up and down the river, landing at points most infested by guerrillas, and following them into the interior and scattering and cutting them up. At points where the people have been in the habit of harboring them, they have occasionally landed and, after driving off the guerrillas, burned the houses or villages. Where points in the river have been particularly infested and subject to frequent attacks of these men, it has been necessary at times to station one or more boats to keep the river clear. This kind of service, though very necessary and useful, is not the kind which makes much noise in the newspapers. The brigade could be made more efficient and useful with the present number of boats by increasing the number of men in the command without a large increase of expenditure.

Respectfully, yours,

JAMES BROOKS,
Assistant Quartermaster.

General M. C. MEIGS,
Quartermaster-General, Washington, D. C.

Report of Brigadier-General Gordon, U. S. Army, regarding conditions in White River and vicinity.

STEAMER CONTINENTAL,
Mouth of White River, July 19, 1864.

GENERAL: I arrived at the mouth of the river to-night. Captain Phelps, commanding naval boats, reports that communication with Devall's Bluff is open and undisturbed. Rumors of troops concentrating at Batesville and Jacksonport reach him. I have this same information through intercepted letters in possession of General Washburn. Object, to invade Missouri. Captain Phelps has rumors of a pontoon train being laid across the Arkansas at Arkansas Post. He thinks that this may mean to occupy St. Charles, on White River. He estimates the force at Arkansas Post at from 5,000 to 6,000.

General Steele telegraphs that it is rumored that General Dick Taylor is at Monticello. I have seen General Lee, who arrived here yesterday. He received the impression that General Steele's communications are not endangered. Having just arrived, I do not know that I can give any facts other than those mentioned to support my opinion that Missouri is the theater of rebel action, and that General Steele's communications are no more threatened than they were a month ago. The presence of a rebel force on the right or left bank of the Arkansas would threaten but not endanger General Steele's communications. But one battery has arrived. I shall send word to General Bailey to hold himself in readiness to move when sent for. I will advise you of any further facts and of all movements.

I am, general, very truly, yours,

GEO. H. GORDON.

Major-General CANBY,

Commanding Military Division of West Mississippi.

Letter from Lieutenant-Commander Phelps, U. S. Navy, to Major-General Steele, U. S. Army, regarding conditions in White River.

U. S. GUNBOAT HASTINGS,
Off Mouth of White River, July 20, 1864.

GENERAL: I enclose a communication which, in some way, was overlooked when the last convoy went up. In various ways I learn that the enemy is in occupation of Arkansas Post, and is making preparations which appear to point to the making of that post a secure place of retreat across the Arkansas. I do not doubt that numerous parties of rebels are crossing White River. It would seem to me equally probable that the enemy may design interrupting your communications or going to Missouri. In either event he will occupy a point on White River, and St. Charles would or should be that point. General Gordon will notify you of the measures he intends to adopt. I am sorry to find that want of water in the river is likely to force out all the vessels we have of any service except in a guerrilla warfare. The ironclad now at the Bluff is the lightest draft boat we have of the heavy order, and she must come out for want of water. The occupation of St. Charles will facilitate your communications. We will patrol the river between there and Clarendon with tinclads,

and let the transports pass back and forth without convoy. St. Charles is a strong point, and one which it would be dangerous to permit the enemy to occupy. If we only had a few good light-draft gunboats, they, together with the occupation of that point as proposed, would render the navigation of White River secure.

Your letter of the 5th instant only reached me to-day.

I am, respectfully, your obedient servant,

S. L. PHELPS.

Major-General F. STEELE, U. S. Army,
Commanding Department of Arkansas.

Letter from Major-General Canby, U. S. Army, to Rear-Admiral Porter, U. S. Navy, regarding transfers from the Army to the Navy.

HDQRS. MILITARY DIVISION OF THE WEST MISSISSIPPI,
New Orleans, July 21, 1864.

ADMIRAL: Your communication of the 25th ultimo, relating to transfers from the Army to the Navy and requesting my cooperation in executing the orders of the Departments on the subject, was received a few days ago.

Enclosed please find copies of General Orders No. 19, which I believe will remove any difficulties that may have existed in effecting these transfers.

I have the honor to be, very respectfully, your obedient servant,

ED. R. S. CANBY,

Major-General.

Rear-Admiral D. D. PORTER,
*Comdg. Mississippi Squadron, Flagship
Black Hawk, off Mound City, Ill.*

Report of Lieutenant-Colonel Burris, U. S. Army, regarding cooperation given by the U. S. S. Huntress in scouting expedition on Island No. 8.

HEADQUARTERS SECOND SUBDISTRICT,
In the Field, New Madrid, Mo., July 21, 1864.

SIR: I have the honor to report that the north half of this county and south half of Mississippi County have been thoroughly scouted during the last week by parties from this post.

* * * * *

The party under Lieutenant Burnett were kindly furnished transportation on board the gunboat *Huntress* (No. 58) by its gentlemanly and patriotic commander, Captain Dennis. Lieutenant Burnett landed with his detachment on Island No. 8 on the 18th instant, and moved down the island on foot. He came upon a herd of horses, most of which had been stolen or forcibly taken by guerrillas on this side and swam across onto the island, where three members of the bushwhacking fraternity were guarding them. The bushwhackers escaped, but 18 horses were captured. In the evening the detach-

ment, with the horses captured, reembarked on board the gunboat near the foot of the island, and arrived here the same night. The aggregate result of the several movements is 2 bushwhackers killed and 42 horses and mules captured and turned over to the quartermaster here.

I remain, general, very respectfully, your obedient servant,

JOHN T. BURRIS,

Lieutenant-Colonel, Commanding Subdistrict.

Brigadier-General THOMAS EWING, Jr.,

Commanding St. Louis District, St. Louis, Mo.

Report of Lieutenant-Commander Phelps, U. S. Navy, requesting additional tinclads for protection of White River and reporting the reoccupation of Arkansas Post by the enemy.

U. S. S. HASTINGS, July 22, 1864.

SIR: Since my last communication I have been up White River with a large fleet of transports, which I accompanied until safely past Clarendon. The *Neosho* and *Peri* continued up to Devall's Bluff. The former has orders to leave there this morning to descend to St. Charles, where she will remain as long as there is water to float her in the river.

The *Peri* I have ordered to proceed to her station below. Four tinclads are now in White River. A brigade of troops has gone up to occupy St. Charles and another is ordered up from Vicksburg to repair to the same post.

These brigades, with the gunboats, will probably be able to hold St. Charles against any force the enemy can bring to attack them. The *Mound City* will guard the river from its mouth to Prairie Landing, from whence to St. Charles there is not much danger of attack by the enemy. From St. Charles to Clarendon the stream must be heavily patrolled, and I have not the requisite force of light vessels. This vessel, I find, when filled with coal, will not pass over less than 5½ feet water, and she is already shut out of White River. Two additional tinclads are indispensable in this emergency.

The enemy has reoccupied Arkansas Post and has built a pontoon bridge, pointing to operations of a more permanent character than the temporary interference with General Steele's communications, as if, in case of reverse, a means of retreat is secured. From all sources I learn that the enemy contemplates the blockade of White River when he is fully ready for it and other operations. He is undoubtedly crossing considerable forces in small parties to the east side of the river, possibly with designs on Missouri.

I am, respectfully, your obedient servant,

S. L. PHELPS,

Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER, U. S. Navy,

Commanding Mississippi Squadron.

Letter from Rear-Admiral Porter, U. S. Navy, to the chief quartermaster at St. Louis, offering cooperation in proposed plan for supplying Fort Gibson.

PERTH AMBOY, N. J., July 22, 1864.

SIR: I have to acknowledge the receipt of your communication proposing a way in which Fort Gibson and vicinity can be supplied. I heartily approve of your method and will render all the assistance in my power.

The Arkansas River should never be used, as it is very treacherous and navigable only about six weeks in the year.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Colonel L. B. PARSONS,
Chief Quartermaster, St. Louis, Mo.

Letter from the chief quartermaster at Nashville, Tenn., to Major-General Sherman, U. S. Army, suggesting the necessity of a Navy patrol in the Cumberland and Tennessee rivers.

NASHVILLE, July 22, 1864.

Would it not be well for you to call the attention of the navy commander to the necessity of patrolling the Cumberland from Smithland to foot of Ingram's Shoals, near Canton, and the Tennessee from the mouth to terminus of Northwestern road? We are beginning to do a great deal of work by this last route, 3,000 sacks of grain, for example, received this a. m., and it is very important to us now that the Cumberland is down. I patrol the river with my gunboats from Nashville to Ingram's Shoals. The address of the naval commander is Captain Le Roy Fitch, commanding division gunboats, Smithland, Ky.

J. L. DONALDSON,
Chief Quartermaster.

Major-General SHERMAN.

Report of Lieutenant-Commander Owen, U. S. Navy, regarding the sinking of steamer B. M. Runyan and rescue of passengers by U. S. S. Prairie Bird; also referring to steamer R. E. Hill.

U. S. S. LOUISVILLE.

Off Skipwith's Landing, July 23, 1864.

SIR: A few guerrillas on both banks of the river still continue to annoy the steamers. The *B. M. Runyan*, with some 500 passengers—soldiers and citizens—ran on a snag and sunk at the foot of Island No. 84. The *Prairie Bird* happened to be near and succeeded in saving about 350. About 150 were drowned. I will send all Government stores to the quartermaster at Memphis or Vicksburg, and all private trunks, boxes, etc., to Captain Pennock. I did not permit

the cotton trading and freight boat *R. E. Hill*, Mr. Lewis in charge, to land those supplies at Columbia. The smaller amounts are allowed to land, in obedience to your order. In my opinion such freighting boats should not be allowed. Their object is money, and they will do things that are wrong, notwithstanding their protestations and letters. I ordered the *Hill* to Goodrich or any military post and to dispose of her cargo, then I would permit her to hunt for cotton. One hundred men are absolutely required for this district. This month I lose 28 petty officers, all three-year men.

I am, sir, very respectfully, your obedient servant,

E. K. OWEN,

Lieutenant-Commander, Commanding Sixth District.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Report of Acting Volunteer Lieutenant Scott, U. S. Navy, regarding measures for restricting illegal traffic.

U. S. RECEIVING SHIP SIREN,

Cairo, Ill., July 23, 1864.

SIR: In addition to my communication of yesterday, I have the honor to report that previous to the receipt of your orders there had crossed from the opposite shores some 50 persons, whom I thought it my duty to return; for this purpose I used the ship's cutter, taking care that they took nothing in shape of goods.

Notwithstanding our vigilance, I discovered on the return of the last cutter a considerable amount of powder on the stern sheets, which must have leaked from a package concealed in the clothing of some of the women.

There has been a large amount of trade carried on with Kentucky and Missouri for sometime, and had I considered myself warranted in interfering with said trade, I should have done so long ago.

This morning I have sent an officer with a boat to take possession of all small boats along the shore. This step I deem important, as in the three nights past two boats are known to have got away from Cairo and gone down the Mississippi at a late hour of night, which I do not doubt were smugglers. One of these was last night, the boat containing 4 men. It left the shore some distance below this vessel; chase was made, and the boat was fired upon several times, but escaped.

At the request of General Meredith I enclose a copy of the orders under which people from Missouri and Kentucky have been allowed to trade at this post.

I am, sir, very respectfully, your obedient servant,

JOHN SCOTT, U. S. Navy,

Acting Volunteer Lieutenant, Commanding.

A. M. PENNOCK,

Fleet Captain and Commandant Naval Station, Mound City, Ill.

[Telegram.]

ST. LOUIS, *July 23, 1864.*

I am just in receipt of the following dispatch from Captain [Hanson] Rasin, assistant quartermaster, Smithland, Ky.:

There has been no gunboat here for ten days. About 2,000 tons of valuable stores here and only a small force here. Can you get the admiral to send a gunboat here? Do you not think it unsafe to leave so large stores at that point without a guard? Please advise me your action.

LEWIS B. PARSONS,
Colonel and Chief Quartermaster.

Admiral D. D. PORTER,
Mound City.

[Telegram.]

MOUND CITY, *July 23, 1864.*

Lieutenant-Commander Fitch, commanding gunboats on Ohio River, will station a gunboat at Smithland if its services are not urgently required elsewhere, which I have no doubt is the case at present. I do think a sufficient number of troops should be kept at Smithland at all times to protect the stores under charge of the quartermaster.

A. M. PENNOCK,
Fleet Captain and Commandant of Naval Station.

Colonel L. B. PARSONS,
Chief Quartermaster, St. Louis, Mo.

Order of Fleet Captain Pennock, U. S. Navy, to Acting Master Baldwin, U. S. Navy, in view of the escape of a prisoner from transport W. H. Brown.

MOUND CITY, *July 23, 1864.*

SIR: Your communication of the 13th instant, stating the capture of Captain E. B. Burr, of Major-General Marmaduke's staff, and that you had forwarded him by the steamer *Brown*, has been received.

I enclose herewith General Order No. 184,* in regard to sending prisoners of war on board transports. If you have ever received this order, why was it not obeyed? If you have not received it before, I wish now to call your particular attention to it, and which hereafter must be strictly adhered to.

The prisoner above named jumped overboard and escaped.

Very respectfully,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Acting Master THOMAS BALDWIN,
Commanding U. S. S. Romeo.

* See p. 448.

Report of Lieutenant-Commander Fitch, U. S. Navy, regarding assignment of a commanding officer to one of the boats under construction at Bridgeport, Ala.

U. S. S. MOOSE,
Evansville, Ind., July 24, 1864.

SIR: I would respectfully state that I have detached Acting Volunteer Lieutenant H. A. Glassford from the U. S. S. *Reindeer*, and ordered him over to Bridgeport, Ala., to take command of one of the new boats there.

I want good reliable men there to command, and those that have had experience in breaking in and drilling new crews. I was deficient one commanding officer for these boats, and knew of no more reliable one than Acting Volunteer Lieutenant Glassford, who has since he has been under my command certainly displayed great energy and shown himself worthy of all confidence.

All the boats at Bridgeport now have their complete complement of officers, except acting assistant surgeons; there are but two there.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant-Commander, Comdg. 10 Dist. Miss. Squadron.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Mound City, Ill.

Report of Lieutenant-Commander Fitch, U. S. Navy, regarding operations against Confederates in vicinity of Uniontown, Ky.

U. S. S. MOOSE,
Evansville, July 24, 1864.

SIR: I have the honor to report that I have just returned from Uniontown, Ky., where I have been for some time watching the movements of guerrillas.

This portion of Kentucky is now swarming with these guerrillas, and they are getting in such large squads that I am afraid to leave this part of the river for the present, for fear they will do serious damage. I will therefore return at once as soon as I lighten up the boat so as to get over the bars.

Three different forces of cavalry have been sent here for the purpose of clearing out the guerrillas, but they have always been themselves defeated and driven off.

The river is going to be very low this year, lower, I think, than it has been for years; even now there is less water than last year as late as September. Notwithstanding the low stage of water, I hope to be able to keep the river clear, and if I fail it will not be for want of exertion.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant-Commander, Comdg. 10th Dist. Miss. Squadron.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Mound City, Ill.

Report of Rear-Admiral Porter, U. S. Navy, transmitting reports regarding the sinking of the U. S. S. Undine, July 25, 1864.

PERTH AMBOY, August 15, 1864.

SIR: I have the honor to send you a report of the sinking of the *Undine* (gunboat), which went down on a snag in the Tennessee River. She was finally raised and got afloat by the exertions of her officers under circumstances which reflect great credit on her commander.

I have the honor to remain, very respectfully,

DAVID D. PORTER,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosure.]

MOUND CITY, ILL., August 7, 1864.

SIR: In forwarding the enclosed report to the commander in chief, I take great pleasure in testifying to the professional skill and ability displayed by Acting Master John L. Bryant, commanding the U. S. S. *Undine*, in saving his vessel from total destruction. Upon arriving at Clifton, I found that he had already built a bulkhead around the creek, had landed his stores, guns, and ammunition, that he had taken some 60 bales of cotton and built a substantial breastwork and mounted his guns. Had it not been for Captain Bryant, I am of the opinion that the commanding officer of the troops would have surrendered to Colonel Biffle.

The bow of the *Undine* was in 14 feet of water, her stern ashore in 2½ feet, while her knuckle amidships rested upon a log. He had rigged spars and hoisted her bows up until all her lines were straight, and this saved her from breaking in two.

In this connection I wish to bring to the notice of the admiral the faithful and efficient manner in which the officers and crew of the *Undine* worked and stood by their vessel.

My thanks are due to Acting Volunteer Lieutenant Jason Goudy and Acting Ensign Charles Swendson, of the U. S. S. *Fairy*, for valuable assistance upon this occasion.

I have the honor to be, sir, your most obedient servant,

JAMES W. SHIRK,
Lieutenant-Commander, Commanding 8th and 9th Districts.

Rear-Admiral DAVID D. PORTER,
Commanding U. S. Mississippi Squadron.

[Subenclosure.]

U. S. S. UNDINE,
Paducah, Ky., August 4, 1864.

SIR: It becomes my painful duty to report that the U. S. S. *Undine*, under my command, was sunk off Clifton, Tenn., on the afternoon of the 25th of July, 1864.

While backing off from landing, she struck a snag. I immediately rigged spars and used every effort to get her afloat, but without suc-

cess. Her head swung off, and I then found that her hull was resting upon a log about amidships, the roots of which had penetrated through her bottom, and was rapidly filling with water and sinking. I immediately set all hands at work pumping and bailing, but having no steam pump except the doctor, which threw but very little water, the leak gained upon us. On finding it evident that my efforts to keep her from sinking would be fruitless, I turned my attention to dismounting howitzers and landing ammunition and other stores, and also dispatched the cutter, with Acting Ensign I. P. Neave and four men, to Jacksonville, with a dispatch to senior naval officer present for immediate assistance. At 2.25 p. m. she went down in 19 feet of water at her bow, and 4 feet at her stern.

I succeeded in saving nearly all ammunition and ordnance stores.

On the 26th at 9.30 p. m. I sent a second dispatch by a citizen in a canoe, and also a telegram to be sent to Lieutenant-Commander James W. Shirk, commanding Eighth and Ninth districts Mississippi Squadron.

The commander of the post took two of my howitzers to the stockade. I dispatched a squad of men to mount them, as the rebels under Colonel Biffle were reported surrounding the place and about to attack it. On the 26th I mounted two guns on the bank, which commanded the roads leading to the river, and also commanded the west side of the Tennessee River.

As far as had been ascertained, the injury to the vessel is a hole in her bottom 2 feet long, extending fore and aft, and on the starboard side of the keelson.

July 27.—Removing coal and casemates from around the boiler and removing all stores and ammunition from the shore to a house on the banks; rigged spars to support her bow, and building bulkhead and making pumps.

July 28.—Removing iron from around boilers and clearing ship of coal. At 12:20 p. m. the U. S. S. *Elfin* came up the river, bringing Acting Ensign I. P. Neave and 4 men, who were sent in the cutter with a dispatch to Johnsonville. At 2 o'clock the *Elfin* returned down the river.

July 29.—All hands engaged in building bulkhead, removing coal, and fishing stores from fore hold.

July 30.—At 6:30 a. m. a flag of truce was sent in by Colonel Biffle, commanding Confederate forces near Clifton, Tenn., to Major [James M.] Dickerson, with a demand for the immediate surrender of the town and troops stationed therein, giving Major Dickerson twenty minutes to decide, and requesting him to notify all citizens to leave the place, as he intended to shell it immediately. The demand was not complied with.

I immediately set to work and mounted the remaining four howitzers and building breastworks of cotton, which was at hand, having all completed at 2:30 p. m. No attack was made, but the officers and men remained with their guns during the remainder of the day and night.

July 31.—The U. S. S. *Fairy* and steamer *Little Champion* came up the river to our assistance. The *Fairy* brought Lieutenant-Commander James W. Shirk and Acting Volunteer Lieutenant J. Goudy.

The *Champion* brought with her a submarine pump, which was immediately rigged, and at 10:20 commenced pumping our ship, gaining on her slowly. At 4:30 p. m. succeeded in raising her gun deck above water. The crew engaged in building an extra bulkhead, continued pumping, and building bulkhead all night.

August 1.—Finished bulkhead, cut away her bottom around the log, and sawed it in two, and had her afloat at 11:45 a. m.; detached the submarine pump and set two siphon pumps to work, moved out into deep water and made fast to the U. S. S. *Elfin*, which vessel came up early the same morning. Crew engaged in removing on board small stores and ammunition. The *Elfin* took on board the howitzers and ammunition. At 8:45 the U. S. S. *Fairy* got underway and proceeded down the river with Lieutenant-Commander Shirk on board.

During the night the vessel leaked but very little. In the morning, August 2, finished loading stores, and at 11:30 got underway and proceeded down the river, the *Elfin* and *Champion* following. She leaked very little coming down.

I am, sir, very respectfully, your obedient servant,

JOHN L. BRYANT,

Acting Master, U. S. Navy, Commanding.

Lieutenant-Commander JAMES W. SHIRK, U. S. Navy,

Commanding 8th and 9th Districts Mississippi Squadron.

Order of Fleet Captain Pennock, U. S. Navy, to Acting Master Sebastian, U. S. Navy, to assume command of U. S. receiving ship Grampus, at Cincinnati.

JULY 25, 1864.

SIR: By direction of Rear-Admiral Porter you are hereby detached from the *Siren* and will proceed without delay to Cincinnati, Ohio, and assume command of the receiving ship *Grampus*.

The commanding officer, upon your taking command, will turn over to you all orders and public documents he may have in his possession.

Respectfully, yours,

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

Acting Master BENJ. SEBASTIAN,

U. S. S. Siren, Cairo, Ill.

Letter from Major-General Sherman, U. S. Army, to Colonel Donaldson, U. S. Army, regarding navy patrol of the Cumberland River.

HDQRS. MILITARY DIVISION OF THE MISSISSIPPI,

In the Field, Near Atlanta, Ga., July 25, 1864.

Make proper representations to Commander Le Roy Fitch or Admiral Porter as to the necessity of patrolling the Cumberland River below Harpeth, and they will give it the most respectful consideration. You may say that I have referred you to them, as I have no personal knowledge of the stage of water or dangers to be guarded

against, nor of the relative importance of that as to other parts of our inland navigation.

W. T. SHERMAN,
Major-General, Commanding.

Colonel DONALDSON,
Nashville.

Letter from Major-General Canby, U. S. Army, to Lieutenant-Commander Ramsay, U. S. Navy, giving information of Confederate movements in Red River and elsewhere.

HDQRS. MILITARY DIVISION OF WEST MISSISSIPPI,
New Orleans, July 26, 1864.

SIR: We learn from various sources that a considerable rebel force has been moving down the Red River since the 20th instant, and from rebel papers east of the Mississippi that General E. K. Smith has been ordered to reinforce the rebel army at Atlanta. I do not believe that any such attempt will be made to cross the river, but it is proper that the naval officers on the river should be advised of these reports.

Very respectfully, your obedient servant,

E. R. S. CANBY,
Major-General, Commanding.

Captain RAMSAY, U. S. Navy,
Commanding District, Mouth of Red River.

Report of Lieutenant-Commander Foster, U. S. Navy, regarding transactions in cotton.

U. S. S. LAFAYETTE, *July 27, 1864.*

SIR: At the present time there is a great deal of cotton coming in at Bayou Sara and Fort Adams, by the consent of the Confederate Government, to parties who have made an agreement with said Government to ship cotton on conditions that they pay 30 or 40 cents per pound to the Confederate Government on all brought in. No others than those parties having contracts with the Confederate Government are allowed to ship cotton.

The planters and small speculators in cotton are, by this arrangement thrown out, making the whole thing a monopoly.

Up to this time, I have allowed all cotton to come in, in obedience to your order, where I found the permits all right, and will continue to do so until I hear from you, with the exception of the large Government contractors, as you readily perceive that by this arrangement a large revenue is thrown into the hands of the Confederate Government. It is rumored that this cotton is paid for in sterling exchange and gold; but I can not establish this fact legally.

It is immaterial how this cotton is paid for immediately, as, if paid for in greenbacks, they are forwarded to New Orleans and converted into gold and sterling exchange.

Would I be justified in arresting parties coming through the rebel lines with large amounts of greenbacks if I have reason to believe they intend to exchange for parties in the Confederacy?

The rebels have always seized parties having greenbacks (in the vicinity of the *Lafayette*) and taken their money from them, giving evidence that the Treasury notes are not permitted to circulate. The idea that the planters may become interested in our Government by having our money is a fallacy, as they are not permitted to use the money if so inclined, and my observation proves to me that few are so inclined. I have had an opportunity to form a correct opinion upon this subject, and these are my convictions.

Believing, as I do, that nearly all the greenbacks that are sent into the Confederacy are thus converted into a means to prosecute the war, I can not conscientiously permit these large transactions to take place without your especial order. I have thought that you have not had information in relation to the actual state of things existing between these speculators and the Confederate Government. I have reason to believe that much of the rebel Government's interest in some of this cotton is paid for directly in gold.

As individuals are not permitted to send cotton into our lines, I suspect that most of the cotton brought in is cotton purchased or seized at a nominal price and sold to speculators at a large price. A man engaged in speculating in cotton, in the past, who has just returned from Woodville, Miss., told me that all the cotton sent in on the large contracts is forwarded and entirely superintended by the regular agents of the rebel Government, and that the cotton belongs to the rebel Government. As all the parties to these transactions (except the speculators) live within the rebel lines, I find it impossible to obtain sufficient evidence to make a clear case in law.

I have no doubt that nearly all cotton now coming in, in this Department, is directly or indirectly made the means of sustaining the rebel armies operating against this portion of the Mississippi River.

The subject must be but imperfectly understood by our Government; and unless some method is adopted to make the action of the Army and Navy uniform in enforcing trade regulations, our efforts to suppress illicit trading will prove ineffectual.

I am, sir, very respectfully, your obedient servant,

JAMES P. FOSTER,

Lieut. Comdr., Comdg. 2d Dist. Miss. Squadron.

Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron.

Letter from Quartermaster Parsons, U. S. Army, to Lieutenant-Commander Phelps, U. S. Navy, regarding the necessity of prompt convoy service.

QUARTERMASTER'S DEPARTMENT,
OFFICE OF GENERAL SUPERINTENDENT OF TRANSPORTATION,
St. Louis, July 27, 1864.

SIR: Your favor of July 12 is received and contents noted. I trust you will not think that I am complaining in that I occasionally write you relative to convoys. You will readily understand that complaints or suggestions would be forwarded to me by all Army officers in charge of transportation as well as steamboat men, and that I should as naturally refer them to you or the admiral at Mound City.

I am now in receipt of letters from three different officers, urgently enquiring if something can be done to prevent the detention of boats for convoys, and showing that there are about twenty on White River, and, in consequence of which, it is extremely difficult to send stores and supplies from Helena, Memphis, and other points. In addition to this, the expense of detention of these boats to the Government is an average of probably \$300 per day for each one, and if twenty boats are detained the expense to the Government is from five to six thousand dollars per day. I have no doubt everything is being done in your power and consistent with your means, but considering the importance of the subject and the expenditure, is it not advisable to increase the means, so that convoys, if necessary, may be sent as boats arrive? If this can not be done, would it not do if two or three gunboats be stationed at different and dangerous points and boats be permitted to proceed without convoys?

Knowing that you are fully as anxious as I am to facilitate the service, I leave the matter in your hands, hoping that some remedy may be applied at an early day. I have sent a copy of this letter to Captain Pennock at Mound City.

Very respectfully,

LEWIS B. PARSONS,

Colonel and Chief. Qmr. Western River Transportation.

Lieutenant-Commander S. L. PHELPS, U. S. Navy,

Mouth of White River, Ark.

[Telegram.]

LITTLE ROCK, July 27, 1864.

Any news of Fagan? Commander Phelps writes that part or all his troops have crossed the Arkansas and that Arkansas Post is occupied by the enemy. General Lee writes General Andrews that rebel troops have gone to Prairie Landing and that another force has struck White River above St. Charles. I don't believe any of these stories. Fleet just in. Report says that Sherman has possession of Atlanta; his guns commanded the place. Shelby is reported by deserters at Batesville with his command. There is also a report from General Andrews that Fagan has returned to Camden. By flag of truce yesterday I learned that there was a considerable force this side of Camden.

F. STEELE,

Major-General.

Colonel P. CLAYTON,

Pine Bluff.

Report of Lieutenant-Commander Phelps, U. S. Navy, regarding affairs in vicinity of White River.

U. S. S. HASTINGS, July 28, 1864.

SIR: No serious attack has yet been made upon the White River communications. The enemy occupy Arkansas Post and have constructed a pontoon bridge at that post. Some of Fagan's force left

there, proceeding north, apparently with a view to cutting the Little Rock Railroad, but nothing is heard of these men as yet, and the supposition must be that the movement was a failure from some cause or that the force has been quietly moved toward Missouri. Meanwhile my supposition that considerable numbers of the enemy were crossing White River in small detachments proves to have been pretty well grounded, as the presence of a large force about Helena proves. I have sent the *Tyler* to cruise in the immediate vicinity of Helena, for the double purpose of protecting the *Osage* and assisting in the defense of the town. The drums in the rebel camp were heard yesterday morning in the fortifications at Helena. The enemy crossed considerable quantities of munitions of war from the east to west bank of the Mississippi at Buck Island, 25 miles below here. He was four days in getting across. There is no gunboat except the *Tyler* between here and White River, and she at that time was cruising below Helena.

General Price is now at Monticello with 15,000 troops. From that point he can readily strike the Mississippi or Arkansas rivers, and the reappearance of artillery on the former indicates the purpose of the enemy in moving to the position taken. Prairie Landing, on White River, is a threatened point, and for a considerable time yet there will be water for ironclads to that place, and I deem it necessary to retain both the *Mound City* and *Neosho* so long as they can go there. St. Charles being occupied by our troops secures an important position, and the gunboats will hold the other while there is water. It is not unlikely that the enemy will make a dash upon the river at Napoleon.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Letter from Lieutenant-Commander Breese, U. S. Navy, to Major Christensen, U. S. Army, regarding the steamer Rob Roy.

FLAGSHIP BLACK HAWK,
Mound City, Ill., July 31, 1864.

DEAR MAJOR: A batch of documents just arrived from your headquarters relative to the *Rob Roy* going up Red River, etc., containing in one of them a remark of General Banks about not being able to trust naval officers, ought to be attended to at once; but as the admiral is away on leave and will not return for some time, I take this means of informing you privately about the matter that you may let the general (Canby) know. Captain Griffin has an order from the President similar to the one General Canby saw at Red River in the possession of Mr. Casey, and which can't be got over by military men when presented. I believe General Banks to be aware of this, as he certainly was of Mr. Casey's. I think there is no doubt that the allegations against the *Rob Roy* are perfectly correct, only that the supplies are to come from New Orleans, sent to the Atchafalaya,

and carried by the *Rob Roy* to their destination. This I was informed by one of Casey's party, who have abandoned their speculation as they were unable to compete with Griffin; that is, greenbacks versus half supplies delivered as above and half sterling exchange. It was the intention, I am told, of Captain Griffin to get his vessel over the bar and allow her to be caught by the falling river. I have written to Foster, temporarily commanding at Red River, what I have heard. As for the Bayou Sara affair, I've no doubt the same thing is going on, but you may rely upon Foster as being one of the most honest, upright men in the world, but greatly in disfavor with the provost-marshal at New Orleans.

Please present my kindest regards to General Canby and such of his staff as were with you, and believe me,

Yours, truly,

K. R. BREESE,

Lieutenant-Commander, Comdg.

Major C. T. CHRISTENSEN,

Assistant Adjutant-General, etc.

Order of Fleet Captain Pennock, U. S. Navy, to Lieutenant Bache, U. S. Navy, regarding the disposition of ironclads in White River.

MOUND CITY, August 1, 1864.

SIR: You will send the ironclads (except the *Neosho*) to their stations when no longer needed in White River. The *Neosho* will remain there as long as the water will permit.

Very respectfully, your obedient servant,

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

Lieutenant GEO. M. BACHE,

Comdg. U. S. S. Lexington, and

7th Dist. Miss. Squadron (pro tem.).

Order of Fleet Captain Pennock, U. S. Navy, to Pilot Birch, commanding U. S. S. General Lyon, to proceed with mails and stores for the fleet.

MOUND CITY, August 1, 1864.

SIR: You will proceed down river, carrying the mails and stores for the fleet.

Take convoy past dangerous places going and coming; and if you are attacked by the rebels, do not stop to fight them but proceed on.

Deliver the two accompanying letters to H. T. Noble, assistant quartermaster, U. S. Army, at Helena, Ark.

After performing the above duty you will return to this place.

Very respectfully, your obedient servant,

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

COMMANDING OFFICER U. S. S. GENERAL LYON.

Order of Fleet Captain Pennock, U. S. Navy, to Lieutenant-Commander Shirk, U. S. Navy, regarding pilots.

AUGUST 2, 1864.

SIR: You will please send me all the Mississippi River pilots you have in your district, substituting Tennessee River pilots for them. I am very much in need of pilots.

Respectfully, etc.,

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

Lieutenant-Commander J. W. SHIRK,

Commanding Eighth and Ninth Districts,

Mississippi Squadron.

[Telegram.]

ST. LOUIS, August 2, 1864.

The *Milwaukee* is finished. I turn her over to you for service.

J. B. HULL, *Commodore.*

Captain A. M. PENNOCK,

Mound City.

Letter from Lieutenant-Commander Foster, U. S. Navy, to Major-General Canby, U. S. Army, regarding measures employed for watching the movements of the enemy in Red River.

U. S. S. LAFAYETTE, August 2, 1864.

(Received 7th.)

SIR: Your communication of the 26th ultimo, addressed to Captain Ramsay, has just come to hand, having been detained at the mouth of Red River. I immediately gave orders to have a vessel patrol that portion of the river constantly, and to guard against any attempt on the part of the enemy to cross at that point. I also gave signals to have all boats within 10 miles of that point, above and below, to go to his assistance if necessary. I have also stationed an ironclad to watch the movements of the enemy at Vidalia. If I can be of any service to you, I shall be pleased to assist in any movement you may have in contemplation on this river.

I am, sir, very respectfully, your obedient servant,

JAS. P. FOSTER,

Lieut. Comdr., U. S. Navy, Comdg. 2d Dist. Miss. Squadron.

Major-General E. R. S. CANBY,

Commanding Division of West Mississippi.

Order of Brigadier-General Allen, U. S. Army, to Colonel Parsons, U. S. Army, to secure gunboat cooperation in Tennessee River.

OFFICE OF THE CHIEF QUARTERMASTER,
Louisville, Ky., August 2, 1864.

COLONEL: Lieutenant Drake informs me that there are not gunboats sufficient to patrol the Tennessee River or to convoy our transports.

Please confer with the chief naval officer and see if this deficiency can not be supplied. This is a matter of vital importance.

Very respectfully,

ROBT. ALLEN,
Brigadier-General and Quartermaster.

LEWIS B. PARSONS,
Colonel and Chief Qmr. Western River Transportation.

Report of Fleet Captain Pennock, U. S. Navy, transmitting correspondence regarding gunboats for cooperation with the army in the Ohio River.

MISSISSIPPI SQUADRON,
Flagship Black Hawk, August 2, 1864.

SIR: I enclose herewith a copy of a letter I received to-day and my answer.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Rear-Admiral D. D. PORTER, U. S. Navy.

[Enclosures.]

ASSISTANT QUARTERMASTER-GENERAL'S OFFICE,
Cincinnati, Ohio, July 30, 1864.

SIR: I have been directed by the Secretary of War to get up a fleet of six light-draft boats, to be fitted up with guns, for patrolling the Ohio River during the low stage of water between Pittsburg and Louisville.

In consultation yesterday with the governor of the State, it was suggested that some of the light-draft boats might be temporarily spared from your squadron, and I accordingly telegraphed you to know.

As most of the light-draft boats are now in the service of the quartermaster's department in the Cumberland and Tennessee rivers, carrying freight, it would be of great advantage could we get one or more boats from the Mississippi Squadron until such time as they may be in the lower river.

Very respectfully, your most obedient servant,

TH. SWORDS,
Assistant Quartermaster-General.

Captain A. M. PENNOCK,
Fleet Captain, etc., Cairo, Ill.

MOUND CITY, August 2, 1864.

SIR: Your communication of July 30 has been received. I take great pleasure in informing you that there are already seven light-draft gunboats of the Mississippi Squadron stationed in the Ohio above Smithland.

These boats are expressly adapted for cruising during low water, and their commander, Lieutenant-Commander Le Roy Fitch, now on board the *Moose* at Evansville, Ind., will, with pleasure, confer with the commanding general as to the best disposition to be made of them for the public good.

Very respectfully, your obedient servant,

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

TH. SWORDS,

Assistant Quartermaster-General, Cincinnati, Ohio.

Report of Lieutenant-Commander Fitch, U. S. Navy, transmitting report regarding recruiting work at Cincinnati.

U. S. S. MOOSE,

Evansville, Ind., August 4, 1864.

SIR: I have the honor to enclose herewith a communication from Acting Volunteer Lieutenant H. A. Glassford.

I would respectfully beg leave to state that if any errors were committed at Cincinnati in regard to getting men for the *Reindeer* and *Victory*, that it was I who committed them, and I am alone to blame, as I was there at the time and nothing was done by either boat that I did not sanction.

I would also state that there was not to my knowledge a separate recruiting office established by Acting Volunteer Lieutenant Glassford, nor any expense whatever incurred in getting men. The circumstances are just these: We were threatened by another raid of considerable magnitude; here were two boats of the squadron inefficient for want of men—in fact, perfectly useless. It is my duty to you and to the service to be prepared. Had I lain still, done nothing, and the enemy struck the river and I not able to meet them, my conscience would not permit me to say, "I have no men," nor would you receive that as an excuse. It is my duty to get men. To do this, I had either to take them from the *Grampus* or get them elsewhere. Had danger been imminent it would perhaps have been the proper course for me to have taken all, even the crew of the *Grampus*, but the *Grampus* had no men, and I therefore directed the officers on the two boats to go through the different wards of the city and drum up all they could—in fact, to act as drummers for the rendezvous. This they did and got a few men, took them to the rendezvous to be shipped—rather, sworn in and entered on the returns of the rendezvous—but this was refused. I therefore directed the officers to ship their own recruits on board, but to be careful not to take men that would enter at the rendezvous.

With a little more obliging officer than Acting Master Wetmore there would have been no trouble whatever and matters would have gone on smoothly as heretofore. Acting Master Wetmore knew that I was pressed and had sanctioned what was done. He therefore

should have reported me, and not one of my subordinates, who was only carrying out my wishes.

I fear matters have been reported to you and reports made in rather too hasty a manner, else I would not now suffer the extreme regret and discouragement at seeing that my honest endeavors to promote the efficiency of the squadron and the honor of the service had met your disapprobation and censure.

Very respectfully, your obedient servant,

LE ROY FITCH,

Lieutenant-Commander, etc.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

[Enclosure.]

BRIDGEPORT, ALA., July 28, 1864.

SIR: I have the honor to acknowledge the receipt to-day of your autograph letter of 16th instant, dated at Perth Amboy, and forwarded by Acting Volunteer Lieutenant H. S. Wetmore from Cincinnati, enquiring by what authority I had opened a recruiting office in Cincinnati. In reply I beg respectfully to state that I never opened any such office.

For some weeks previous to July I had been on duty here by order of Lieutenant-Commander Le R. Fitch, and by his order repaired to Cincinnati to meet him on business connected with the vessels fitting out here. The *Reindeer*, then under my command, arrived at Cincinnati the day after I did, her crew reduced by the recent discharge of upward of 40 one-year men. I immediately took steps to get some men for her; found some and had them taken to the rendezvous for shipment for the *Reindeer*. Mr. Wetmore declined to do this, and I shipped them on board. In this way I think 9 men were obtained by me before I left Cincinnati to return to this place.

I am unconscious of, and can not conceive wherein I have done, wrong in this matter. I thought, indeed, that by shipping men on board who would not take service at the rendezvous, and would be lost to the Navy, in all probability, I was doing my duty and benefiting the service.

Lieutenant-Commander Le Roy Fitch, commanding Tenth District, was, at the time referred to, in Cincinnati and fully cognizant of all and every step taken by me to obtain additions to my crew.

Very respectfully, your obedient servant,

H. A. GLASSFORD,

*Actg. Volunteer Lieut., U. S. Navy,
Comdg. U. S. S. General Burnside.*

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Order of Fleet Captain Pennock, U. S. Navy, to commanding officer of steamer Benefit, to give assistance to grounded vessels.

AUGUST 4, 1864.

SIR: You will proceed without delay to Island No. 21, where I am informed that the *General Lyon* is aground. You will render that vessel all the assistance in your power, placing yourself under

the orders of Captain Birch. After having performed this duty you will proceed to Island [No.] 34 and render the U. S. S. *Carondelet* all possible assistance, she being aground at that place, holding yourself subject to the orders of the commanding officer of that vessel. You will be held responsible for the safety of the provisions, etc., now on board of your vessel.

Respectfully, etc.,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

COMMANDING OFFICER STEAMER BENEFIT.

[Telegram.]

AUGUST 8, 1864.

The steamer *Thistle* is sunk about 60 miles above Paducah in 8 feet of water with \$10,000 worth of navy tobacco on board. You will do all you can to save and protect the Government property.

I understand that there are guerrillas in the vicinity of her.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Lieutenant-Commander LE ROY FITCH,
Or Senior Comdg. Naval Officer Present, Evansville, Ind.

Order of Rear-Admiral Porter, U. S. Navy, to commanding officers of U. S. steamers New National and General Lyon, restricting them from transporting goods for private enterprise.

AUGUST 8, 1864.

SIR: Admiral Porter directs that hereafter you will not permit goods of any kind on account of private enterprise to be received on board of the steamer under your command.

The admiral authorizes your supplying the commissions entrusted to you by the officers and men of this squadron.

Messrs. Scott & Co. have been notified to have all their private property removed from your vessel as soon as possible.

Respectfully, etc.,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Acting Ensign J. M. FARMER,
Commanding New National.

[Order of same date and like tenor to First-Class Pilot R. E. Birch, commanding U. S. S. *General Lyon*.]

Letter from Fleet Captain Pennock, U. S. Navy, to Colonel Parsons, U. S. Army, giving the time of departure of convoys from Paducah, Ky.

MOUND CITY, August 8, 1864.

SIR: I have received your two communications, with enclosures, and have forwarded them to the commander in chief of the Mississippi Squadron.

Lieutenant-Commander Shirk informs me that in compliance with a suggestion made to him by you in March or April last a convoy has left and will continue to leave Paducah every Tuesday and Friday morning at 8 o'clock a. m.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Colonel L. B. PARSONS,
Chief Western River Transportation, St. Louis, Mo.

Report of Lieutenant Bache, U. S. Navy, regarding condition of affairs in White River.

U. S. S. LEXINGTON,
White River Station, August 9, 1864.

SIR: I have the honor to report everything quiet on White River, and in all probability it will remain so, although the enemy still maintains a position within easy distance of it. The rapid fall of the Mississippi has drained the White to 3 feet 10 inches in the channel, and none but the lightest draft boats can now go up, and even these are incessantly getting aground. The *Mound City* left here this morning to rejoin her division, but I shall still retain the *Neosho*. The *Fawn*, *Naumkeag*, *Exchange*, and *Silver Cloud* remain at St. Charles and that vicinity, making occasional trips down the river for coal. Captain Gipson, of the *Exchange*, has succeeded in raising another of the *Queen City's* guns, making seven in all that we now have from that vessel. The remaining two are still in deep water, and have apparently fallen through the deck; they will be raised as soon as practicable.

We are sadly in want of men in this division. There is scarcely a vessel that has more than half her complement, and in many cases the greater part of these are sick. The *Hastings* is at Memphis repairing, but will be finished toward the last of this week.

Very respectfully, your obedient servant,

GEO. M. BACHE,
Lieutenant, Commanding Seventh District pro tem.

Captain A. M. PENNOCK,
Fleet Captain and Commandant Station, Mound City, Ill.

Report of Lieutenant-Commander Wilson, U. S. Navy, commanding U. S. S. Ouachita, regarding difficulty of navigation in vicinity of Island No. 34.

U. S. S. OUACHITA,
Above Island No. 34, Wednesday, August 10, 1864.

SIR: I arrived here last night and was unable to get over the bar, as there is only 6 feet on it, we drawing 6 feet 10 inches. I had hard work getting over [Island] 21; we bumped rather hard, but the barge alongside helped us along considerably. We put our anchor

and chain, all the provisions, and some of the guns on her before attempting 21. We also rubbed at three other places, but they did not stop us. All the guns and ammunition won't lighten us 2 inches; so, unless the channel cuts out soon, I will have to go up somewhere near Fort Pillow. We will have to have 7 feet to go over, and then, if going ahead strong, will touch, but the momentum of the barge is as good as 40 pounds steam when we strike a bump. This detention will put me out of fuel soon, but I think there is plenty of wood above here.

It takes 120 tons to lighten us 11 inches, and everything aboard, guns and all, won't amount to more than 17 or 18 tons, so there is no chance of lightening.

Very respectfully,

BYRON WILSON,
Lieutenant-Commander.

Captain A. M. PENNOCK,
Fleet Captain and Commandant Station, Mound City, Ill.

Order of Fleet Captain Pennock, U. S. Navy, to Acting Master Cronin, U. S. Navy, commanding U. S. S. Cricket, to report at the mouth of White River.

AUGUST 10, 1864.

SIR: You will proceed with the vessel under your command to the mouth of White River and report to Lieutenant George M. Bache, U. S. Navy, for temporary duty in the Seventh District Mississippi Squadron.

Respectfully, etc.,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Acting Master M. J. CRONIN,
Commanding U. S. S. Cricket.

Defense of steamer Empress by U. S. S. Romeo, Acting Master Baldwin, U. S. Navy, commanding, August 11, 1864.

Report of Lieutenant-Commander Owen, U. S. Navy, commanding Sixth District.

U. S. S. LOUISVILLE,
Choctaw Bend, August 4 [14?], 1864.

SIR: On the 11th instant a battery of ten pieces of artillery opened on the steamer *Empress* as she was passing Gaines Landing; 6 men were killed and several wounded. The *Romeo*, Captain Baldwin, was near enough to save the *Empress* from falling into the hands of the rebels. On that same day the *Prairie Bird* fell in with this battery at Rowdy Bend, and after a severe engagement withdrew, with the loss of 1 man killed and several officers and men wounded, and having been struck thirty-four times. Captain Burns, of the *Prairie Bird*, reported to me at Skipwith's. I left him there and proceeded

up the river with this vessel. I have been unable to hear of the battery. Captain Bache, at White River, was kind enough, on learning of the battery on the river, to lend me the *Neosho*. This district is very much in want of two more vessels.

On the night of the 10th instant I sent out an expedition and captured 1 sergeant, 1 corporal, and 1 private. I shall turn them over to the military.

Enclosed please find the report * of Acting Master Baldwin of the *Romeo*.

The *Romeo* undoubtedly saved the *Empress*, yet the fears entertained by Captain Baldwin, had the *Empress* fallen into the hands of the enemy, are not entertained by me. Colonel Currie, of the Marine Brigade, deserves very great commendation for his coolness and determination in this matter. In fact, he has ever shown himself as the only fit person to command the Marine Brigade. I must again mention that I am of the opinion a more competent person ought to be placed in command of the *Romeo*. Captain Baldwin is entirely too old and too unused to a naval life to render him an efficient commander of an active vessel.

I send the reports * of Acting Master Thomas Burns and Acting Master H. D. Coffinberry. The battery has left.

I am, sir, very respectfully, your obedient servant,

E. K. OWEN,

Lieutenant-Commander, Commanding Sixth District.

Captain A. M. PENNOCK,

Fleet Captain and Commandant of Station, Mound City, Ill.

Extracts from log of U. S. S. *Romeo*, Thomas Baldwin, acting master, commanding.

August 10, 1864.—Off Gaines Landing. 12 to 4 p. m.; warm and clear. At 3 steamer *Empress* hove in sight, coming up, and when about 2 miles below, she was opened upon by a rebel battery of ten guns. We got up anchor and went to her assistance; fired five shots at the enemy and then took the *Empress* in tow, she being disabled. At 5 p. m. landed on the Mississippi side and made the *Empress* fast to the bank, and stayed to guard her while she could repair her machinery.

August 11.—Off Island No. 80. At 2 a. m. the steamer *Empress*, having finished her repairs, got under way up river, we accompanying. At 6 a. m. let go, and we came to anchor off Catfish Point, *Empress* going on up. Sent armed cutter ashore in charge of Mr. Shaw. At 3:15 p. m. got underway down river. Hearing heavy firing below, beat to general quarters, when, at Gaines' Landing, we discovered the U. S. S. *Prairie Bird* passing the rebel battery and returning its fire. We commenced shelling the woods and proceeded on down until we met the *Prairie Bird*, and rounded to. Both boats then proceeded up river. At 5:30 landed on the Mississippi side. *Prairie Bird* buried a man that had been killed.

* Not found.

Extracts from the log of the U. S. S. *Prairie Bird*, Thomas Burns, acting master, commanding.

August 10, 1864.—At 11:45 a. m. the steamer *Empress* came up and anchored alongside. Put on board of her Mr. Mason Chatman and R. J. Stroud. She proceeded on up the river. At 1 p. m. weighed anchor and landed at Leland's Landing; sent armed party on shore. At 1:20 p. m. they returned; let go and landed on the opposite side at Warfield plantation. At 3 let go and proceeded up the river. At 6:35 let go anchor off Island No. 82.

August 11.—At 11 a. m. landed at Carter's plantation. At 2:20 p. m. landed at Dr. Polk's plantation. At 2:45 p. m. got underway for above. At 3:10 went to quarters; commenced shelling the woods in Rowdy Bend. 3:35 the enemy opened fire from masked battery of three or four guns and a large force of musketry. We returned from broadside battery. When abreast, they opened from more guns. The firing was very rapid from the enemy. We went ahead as fast as we could and succeeded in placing the bar between us. The enemy ceased firing at 3:45. We fired a few shell at the force moving up the river behind the levee, and we ceased firing, as we were all clear. Disabled: Acting Ensign William Ernst, officer of the first division, slightly wounded, knocked senseless by a splinter; George Matthews, ordinary seaman (colored), killed instantly by a piece of shell; three others slightly wounded. We were struck three times by shell in the side, five times in hull, two at waterline, six in upper-works, one in cylinder timber (?), four in wheel; several fragments of shell struck side, several shrapnel burst alongside of her. Gunboat *Romeo* came down and commenced shelling the woods, rounded to and proceeded up river with us. At 4:40 p. m. gunboat *Romeo* landed at Anderson plantation; we landed alongside of her. At 8:40 p. m. we got underway for below. At 9:10 fired into the works at Rowdy Bend 10 shell and 18 shrapnel. Enemy made no reply. Proceeded down the river. At 11:15 p. m. fired 15 shrapnel at Luna Landing.

Letter from Major-General Steele, U. S. Army, to Colonel Clayton, U. S. Army, referring to steamer *Empress*.

LITTLE ROCK, *August 20, 1864.*

* * * * *

The steamer *Empress* had sixty-three shots put through her at Gaines Landing; was disabled and towed off by a gunboat. About 20 were killed and wounded. The captain's head was taken off.

* * * * *

F. STEELE, *Major-General.*

Colonel P. CLAYTON, *Commanding.*

General order of Major-General Rosecrans, U. S. Army, commending the conduct of the officers of the steamer *Empress*.

GENERAL ORDERS.} HDQRS. DEPARTMENT OF THE MISSOURI,
No. 152. } *St. Louis, Mo., August 19, 1864.*

The general commanding the department takes great pleasure in calling attention of both citizens and Army to the gallant conduct of

the officers and crew of the steamer *Empress* during her recent trip from New Orleans to this port. While in a narrow and difficult part of the river and within musket range of the shore, the steamer was suddenly fired upon by a heavy rebel battery, supported by a strong body of infantry. The firing was rapid and accurate, almost every shot taking effect, and the boat, filled with unarmed passengers, in a moment became the scene of frantic terror. Passengers in their panic demanded the surrender of the steamer, but the officers coolly remained at their posts and brought her through the danger, saving by their bravery and noble sense of duty incalculable suffering to those on board and the valuable steamer and cargo to the Government. Captain John Molloy, the commander of the *Empress*, was shot dead at his post, and while the general commanding deeply sympathizes with the grief of the family and friends of the deceased, he holds up this noble example of unflinching resolve in the performance of duty as one worthy the emulation of all. The first and second mates, Hugh Davis and Daniel Davis; the pilots, Thomas Goslee and Enoch King; the engineers and assistants, George Breece, Andrew Pendleton, Judd Weber, and William Tennant; and the first and second clerks, John C. McFaul and William B. Bradley, are worthy of special commendation. Following the example of their gallant captain, and regardless of the terror and confusion around them, they remained true to their duty and bore themselves with such bravery as would do no discredit to the "veterans of the naval service."

By command of Major-General Rosecrans:

O. D. GREENE,
Assistant Adjutant-General and Chief of Staff.

Report of Lieutenant-Commander Foster, U. S. Navy, commanding Second District, regarding affairs pertaining to his command and referring to the movement of the enemy in Red River.

U. S. S. LAFAYETTE, August 11, 1864.

SIR: I have the honor to report that everything is quiet on the Mississippi River in my command, and has been since I last wrote you, but how long it may continue so I am unable to say as the rebels are mustering in force on both sides of the river, and particularly on the east bank. Scott has now a force of four or five thousand men at Clinton and vicinity, and Polignac is coming down Red River, with the intention of attempting to cross to reinforce Hood. But my impression is that they do not intend crossing, but are coming for the purpose of annoying gunboats and transports. Should they attempt to cross anywhere between Natchez and New Orleans, I feel confident that, if my instructions are carried out, they will be foiled in any attempt, as I have taken every precaution to guard all points where they would be likely to cross.

At present I am sadly deficient in vessels to guard this long line of river, as the *Winnebago*, *Chickasaw*, and *Neosho* have been withdrawn and sent to other places. You will also recollect that the *Juliet*, *Ouachita*, and *General Bragg* are still absent from their stations. The *General Bragg* is at New Orleans undergoing repairs.

When the three last-named vessels arrive I will feel perfectly safe in guarding against any attempt of the enemy to cross the river, and also against all guerrilla attacks. I would suggest that the *Neosho* be returned to her station immediately, as I understand there are five or six vessels at the mouth of White River doing nothing at all, she among the rest.

By the next steamer I will give you a detailed account of all the vessels under my command, as I contemplate making a tour of all my divisions as soon as possible.

I am, sir, very respectfully, your obedient servant,

JAS. P. FOSTER,

Lieutenant-Commander, Comdg. 2d Dist. Miss. Squadron.

Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron.

Report of Rear-Admiral Porter, U. S. Navy, requesting officers for the U. S. S. Milwaukee.

PERTH AMBOY, August 11, 1864.

SIR: I have the honor to inform you that the Eads turreted steamer *Milwaukee* has been delivered at Mound City, and respectfully request that a person to command her and four ensigns be sent to her if possible. She will be manned in ten days, I hope. We have not the officers to put on board of her.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Rear-Admiral.

HON. GIDEON WELLES,

Secretary of the Navy.

[First endorsement.]

Acting Master Magune to command *Milwaukee*.

[Second endorsement.]

Admiral Paulding send for acting ensigns.

Report of Lieutenant-Commander Shirk, U. S. Navy, urging the necessity for an increased number of men for the vessels under his command.

U. S. NAVAL STATION,

Mound City, August 12, 1864.

SIR: I must call your attention again to the very great want of men on board the different vessels comprising the Ninth District, under my charge.

There is not a single vessel that is not short of its complement. During the present and ensuing months the terms of enlistment of every man (with two exceptions on board the *Peosta*) will expire.

On board the *Paw Paw* there are at present but 17 men whose times are not out.

I am also compelled to keep men forty, fifty, and even sixty days after their times are out, because we have no money to pay them off with.

It is very important that I should have at present the use of all the gunboats in the district under my charge to patrol the Tennessee River, to protect the large amount of supplies going to General Sherman's army; but if the vessels have no crews, they can not be of use.

Where 17 men have to perform the service of 84 much efficiency can not be expected, especially during this oppressively hot weather.

I have the honor to be, sir, your most obedient servant,

JAMES W. SHIRK,

Lieutenant-Commander, Commanding 8th and 9th Districts.

Rear-Admiral DAVID D. PORTER, U. S. Navy,

Commanding U. S. Mississippi Squadron.

Report of Acting Master Keene, U. S. Navy, regarding capture of five Confederate soldiers, August 15.

U. S. S. NAIAD, MISSISSIPPI SQUADRON,

Tunica Bend, La., September 4, 1864.

SIR: I have sent up by the dispatch boat three muskets, which were captured with five rebel soldiers at Row's Landing on the morning of August 15. The prisoners were delivered up to Captain Foster.

Very respectfully, your obedient servant,

HENRY T. KEENE,

Acting Master, Commanding.

Rear-Admiral DAVID D. PORTER,

Commanding U. S. Mississippi Squadron.

P. S.—Names of the prisoners from whom the arms were taken: Privates P. S. McVea, J. A. Row, P. L. Row, B. F. Sadler, D. C. Wilson, Company I, Third Louisiana Cavalry.

Report of Rear-Admiral Porter, U. S. Navy, requesting extension of leave.

PERTH AMBOY, August 15, 1864.

SIR: I have the honor to request an extension of my leave of absence. Everything is quiet on the Mississippi, and my services can be dispensed with at this moment. If anything occurs to require my presence, I will leave at a moment's notice.

I have the honor to remain, very respectfully, your obedient servant,

DAVID D. PORTER,

Rear-Admiral.

HON. GIDEON WELLES,

Secretary of the Navy.

[Endorsement.]

Extend thirty days, unless sooner required.

W[ELLES].

[Telegram.]

HEADQUARTERS NORTHERN DEPARTMENT,
Columbus, Ohio, August 15, 1864.

A force of rebels under Colonel Johnson crossed the Ohio near Shawneetown Saturday night; the force is reported 1,500 strong. Troops have been sent from Indianapolis; so inform commander of gunboats, and have him aid in intercepting them. Have a gunboat go at once to Gallipolis. See Colonel Swords and ascertain if he can send any boats to Gallipolis.

S. P. HEINTZELMAN,
Major-General, Commanding.

Brigadier-General A. WILLICH,
Commanding, Cincinnati, etc.

[Information telegraphed to Captain A. M. Pennock, Cairo, Ill.; Colonel J. H. Simpson, U. S. Engineers, Cincinnati; Lieutenant-Colonel Oakes, Springfield, Ill.; and commanding officer, Cairo, Ill.]

[Telegram.]

CINCINNATI, August 15, 1864—9:45 p. m.

One thousand five hundred rebels under Johnson crossed the river at Shawneetown Saturday night. Troops have been sent from Indianapolis. I have telegraphed gunboats *Reindeer*, at Madison [Ind.], and *Victory*, at Louisville. Please aid in intercepting them. By order of General Heintzelman.

A. C. KEMPER,
Assistant Adjutant-General.

Captain A. M. PENNOCK,
Mound City.

[Telegram.]

AUGUST 18, 1864.

Is it not possible to lighten a gunboat and get her over Shawneetown Bar, to cruise between that place and below. It is important to have a boat there to cooperate with the land forces.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Lieutenant-Commander LE ROY FITCH,
Senior Naval Officer at Evansville, Ind.

[Telegram.]

EVANSVILLE, August 18, 1864.

Your dispatch received. Full answer by mail. Have no boats that can run down except the *Lou Eaves* and *Virginia*. Both are now below.

LE ROY FITCH,
Lieutenant-Commander, U. S. Navy.

Fleet Captain PENNOCK,
Mound City.

[Telegram.]

FLAGSHIP BLACK HAWK, *August 18, 1864.*

I have just received the following dispatch:

HEADQUARTERS NORTHERN DEPARTMENT,
Columbus, Ohio, [August 17, 1864].

It is of importance that if possible boats get up the river. General Paine moves from Smithland to-morrow noon with 2,000 men. Prentiss will be at Shawneetown with 2,000. General Hovey was to cross to-day with four mounted conveyances and four pieces of artillery and two veteran regiments of Indiana troops. They cross at Uniontown. The rebel Johnson's main camp is in Crittenden County; 800 of his command are at Caseyville.

S. H. LATHROP,
*Lieutenant-Colonel, etc.*Captain PENNOCK,
Commanding U. S. Navy, Mound City.

It is of the utmost importance that an armed vessel should cooperate with this expedition. Can you not get a flatboat and lighten the *Volunteer* sufficiently to lighten her over the bar?

A. M. PENNOCK,
*Fleet Captain and Commandant of Station.*Lieutenant-Commander J. W. SHIRK,
Commanding 9th Dist. Miss. Squadron, Paducah, Ky.

[Telegram.]

PADUCAH, *August 18, 1864.*

I could not get over Cumberland Bar and have returned to this place. I met the naval supply boat *Magnet*. She had laid at Shawneetown night before last. The rebels were all on the Kentucky side. A small, hastily improvised gunboat was lying at Shawneetown. I will remain here all night.

JAS. W. SHIRK,
*Commanding Eighth and Ninth Districts.*Captain A. M. PENNOCK,
Mound City.

Operator wishes to know if you have anything for Captain Shirk.

Letter from Commander Townsend, U. S. Navy, to Major-General Washburn, U. S. Army, transmitting names of vessels composing the divisions of the Mississippi Squadron, and referring to offensive expression contained in General Order No. 4.

U. S. IRONCLAD ESSEX,
Memphis, Tenn., August 18, 1864.

GENERAL: Enclosed herewith I send you the names * of the regularly armed vessels composing the several divisions of the Mississippi squadron as the same are arranged in districts by Admiral Porter's last general order in regard to them. To the respective names I have

* Not found.

added initials, whose significance is shown in the explanations subjoined to the list. I have also given you a condensed outline sketch of the several classes of armed vessels belonging to the squadron, which I trust will enable you to form a clear general idea of their character and force. Thus, I hope, I have satisfactorily fulfilled my promise given to you the other evening. You will notice that two of the double-turreted monitors were in Admiral Farragut's gallant fight with Forts Morgan and Gaines and the rebel ironclads in Mobile Bay. When the details are received I think we will find that they did good service in their own peculiar way. Now that I am writing, general, I beg leave to recall your attention to an expression in your General Orders, No. 4, which far and wide has received an interpretation most offensive to the Navy, an interpretation which I feel sure you could have had no intention to convey. I refer to the phrase, "The farce of landing under the guns of a gunboat." Even before I had the pleasure of making your acquaintance I felt sure that, as an officer of rank, and a gentleman, you could not have intended to offer a gratuitous insult to the sister service. And, thus believing, I understood you to mean that, with corrupt Treasury agents to grant permits, and with orders from high quarters that gunboats should not interfere with steamers having revenue aids on board, the act of landing under the guns of a gunboat could be only a farce. And, as Admiral Porter states in his General Orders, No. 209* (I beg leave to draw your attention to the copy enclosed herewith), quoting and endorsing your own General Orders, No. 4, under the late Treasury regulations, the fisco-fiducial duties of the Navy were limited to the prevention of the introduction of articles contraband of war within the enemy's lines. The permit of a corrupt Treasury agent, endorsed by a venal military commander, could pour the products of Europe and of the North over the rebel cotton fields, with none to gainsay the authority or prevent the act, though a whole fleet of gunboats lined every reach of the river. And those of us who have had some experience in the cotton regions can not resist the moral conviction that many in high places and in low have been unable to withstand the alluring temptations held out to them by enormous cotton gains. In this condition of affairs, with the atmosphere of the whole Mississippi Valley reeking with a corruption more pestilential and fatal than the malaria of its swamps, I, and other right-thinking men, hailed, as the harbinger of a brighter and purer day, your General Order, No. 4. In trade, at least, the dull quiet of annihilation is preferable to the baleful activity that springs from the fermenting and festering decay of all the higher and more noble elements of commercial life. The recent action of the Treasury Department would seem to indicate that our anticipations of a more honorable future are not doomed to disappointment. But the malign influences are diabolically strong; we can only pray for honest officials and hope for the best. I imagine, general, that now, for the first time, your attention has been drawn to the prejudicial construction that can be given to your expression in regard to the gunboats. Let me ask and hope that in some succeeding general order you will refer to the subject and state that it was foreign to your intention to cast a stigma upon the sister service, and that those who may have thus

* See p. 347.

construed your words were altogether mistaken, both as to your purpose and your meaning.

With high regard, I have the honor to remain, very respectfully and sincerely, yours,

ROBERT TOWNSEND,
Commander, U. S. Navy.

Major-General C. C. WASHBURN,
Commanding District of West Tennessee.

Report of Lieutenant-Commander Fitch, U. S. Navy, regarding the disposition of the vessels of his command.

U. S. S. MOOSE,
Evansville, Ind., August 19, 1864.

SIR: In reply to your telegram asking to be informed of the stations and telegraphic addresses of the boats in this district, I would respectfully report as follows:

The *Reindeer* patrols from Cincinnati to Louisville, but at present is at Madison, Ind., waiting to be hauled out and be calked. Address, Madison, Ind.

The *Victory* patrols from Cincinnati to Portsmouth or above. At present is at Louisville, but will be ordered to Smithland as soon as the water will permit. Address, Smithland, Ky.

The *Springfield* patrols from Cannelton to New Albany, Ind. At present she is at Cannelton. Address, Cannelton, Ind.

The *Silver Lake* patrols from Evansville to Cannelton. At present she is at Owensboro, Ky., but is to go to Smithland as soon as the water will permit. Address, Smithland, Ky.

The *Fairplay* patrols from Evansville to Shawneetown. Address, Evansville, Ind.

The *Brilliant* patrols from Shawneetown to Smithland. At present at Henderson, Ky.

The *Moose* patrols generally. Mail and telegraph address, Evansville, Ind.

I would respectfully state, in conclusion, that this year the water has been too low for any of the boats to run their patrols. The patrol from Smithland to Shawneetown could not be run at all, and it has been the same with the others. When necessity required it, Captain Ehrman, quartermaster at Evansville, kindly gave me the use of the *Lou Eaves*. With her and the small steamer *Virginia* I have done the best I could. It would have been useless to have attempted to lighten the gunboats so that they could run, for, had I taken everything off of them, even to the casemates, there was not water enough for them to get over the bars.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant-Commander, Comdg. 10th Dist. Miss. Squadron.

Fleet Captain A. M. PENNOCK,
Commandant of Station, Mound City, Ill.

Order of Commander Townsend, U. S. Navy, to Acting Volunteer Lieutenant Watson, U. S. Navy, commanding U. S. S. Hastings, regarding conflicting orders.

U. S. IRONCLAD ESSEX,
Memphis, Tenn., August 19, 1864.

SIR: The additional information you obtained during your last trip below, respecting the preparations made to cross over rebel troops to the eastern bank of the Mississippi, more thoroughly convinces me that it is necessary a gunboat should patrol the river between this point and Helena. You inform me that you have received orders from Captain Bache, temporarily in charge of Seventh District, to repair to the mouth of White River. Captain Bache can not be aware of the existing necessity for a gunboat near the points above referred to, and since he wrote the force under his immediate command has been increased by the arrival of the U. S. S. *Cricket*, from above. Considering all the circumstances, I can not doubt that the services of the *Hastings* are more imperatively required to watch and prevent the movements of the enemy along this now unguarded stretch of 90 miles of the Mississippi, than they possibly can be at the mouth of White River, where Captain Bache already has a considerable and an efficient force. All the intelligence we received indicates that it is now the ruling desire and paramount object of the rebels to cross over their trans-Mississippi army to the assistance and relief of their beleaguered forces at Atlanta and Mobile. The passage of their troops, if effected at all, must be in comparatively small bodies at unguarded points. The constant patrolling and watchful care of the gunboats can alone defeat their attempts. Their ample command of information gives them the earliest notice of any defective link in our chain of communication. We may be sure that they will hasten to improve this tremendous hiatus of 90 miles, if it continue to be left void. It is therefore that I reiterate the order I addressed to you on the 13th instant. You will immediately communicate to Captain Bache a copy of this letter, and on the return of your division commander, Captain Phelps, you will furnish him with copies of the orders I have considered it necessary to give to you.

I remain, very respectfully, yours,

ROBERT TOWNSEND,
Commander, U. S. Navy, Senior Officer.

Acting Volunteer Lieutenant J. S. WATSON, U. S. Navy,
Commanding U. S. S. Hastings.

Report of Fleet Captain Pennock, U. S. Navy, regarding appearance of the enemy in force near Caseyville, Ky., Ohio River.

OFFICE MISSISSIPPI SQUADRON,
Mound City, Ill., August 19, 1864.

MY DEAR ADMIRAL: Since my last letter the rebels have made their appearance in some force back of Caseyville, opposite to Shawneetown, and some miles below. I received official telegrams from

army sources that about 1,500 of them had crossed over to Shawneetown, but citizens from that place inform me that only 100 crossed over a little below the town, and soon returned, carrying with them cattle, etc. Several army transports ran ashore on the bar near that place and were attacked by the rebels, who destroyed some and, I believe, ransomed one or two of them. As soon as I heard of the enemy being on the river, Fitch having informed me that all his boats were above Shawneetown and could not get down on account of low water, Shirk started the *Key West* off, but she could not get farther than Smithland, not being able to go over the bar. At General Paine's request men were sent from Shirk's vessels to man two howitzers which the general had mounted on one of the light-draft army boats, and one of our officers was sent to command them; this boat has gone up the river. Shirk started from here with the *Volunteer* and three 12-pounders, and I was in hopes he would be able to get over the Smithland bar, the *Volunteer* drawing only a little over 2 feet; but he was unable to accomplish it. Having heard that the enemy had disappeared and that light-draft boats were coming down without being molested, he returned.

Fitch has improvised two light-draft gunboats and sent them to cruise below Shawneetown. I have telegraphed Fitch the necessity of having one or more of his boats to cruise in that vicinity, and he will send one, as soon as there is water enough, to cooperate with the land forces. I received a telegram from the military authorities at Columbus, Ohio, yesterday, stating that General Paine was about to move from Smithland with 2,000 men, that General Prentiss would be at Shawneetown with 2,000, and General Hovey was to cross with four pieces of artillery and two veteran regiments of Indiana troops; they were to cross at Uniontown. The rebel, Johnson's, main camp is in Crittenden County. Our force ought certainly to be able to drive the rebels out of that portion of Kentucky.

I enclose you a copy of a letter from Colonel Parsons, with a telegram from General Allen to Colonel Parsons. I consider the reference of General Allen's telegram to me discourteous, to say the least, and I have not answered Colonel Parsons.

The general and colonel ought to know that, in this stage of water, the very lightest boats are obliged to tow barges and put their freight on board of them, and that gunboats can not possibly go where they can.

As soon as Bache heard that a rebel battery had been erected at Gaines Landing and that another was moving to its support he sent the *Neosho* down temporarily, to render what assistance she could to Owen. The battery did some mischief, but has now disappeared, and I send you Owen's report. When last heard from, Wilson was well on his way down the river, and, I have no doubt, is on his station before this. Bache's leave of absence has arrived. If Phelps is detached, I hope another officer will be sent out to relieve him.

Lieutenant Collum, of the marines, has been ordered to the *New Ironsides*; this leaves us only two for officers of the day. Our marines have decreased in number by discharges and sickness, and there are 6 or 7 awaiting trial by court-martial. Fifty more are

needed to keep up the necessary force for patrol duty, guards, and picket duty.

Sincerely, your friend,

A. M. PENNOCK.

Rear-Admiral D. D. PORTER, U. S. Navy,
Brighton House, Perth Amboy, New Jersey.

Letter from Major-General Washburn, U. S. Army, to Commander Townsend, U. S. Navy, desiring to correct a wrong impression conveyed by his General Order No. 4.

HEADQUARTERS DISTRICT OF WEST TENNESSEE,
Memphis, Tenn., August 20, 1864.

MY DEAR SIR: I have this moment your note. * * * I also thank you most sincerely for calling my attention to an expression in my General Order No. 4, which, I regret to know now for the first time, has received an interpretation most offensive to the Navy. Certainly any such interpretation was the furthest from my thoughts. My intercourse with the Navy has always been of the most pleasant character, and in this war I have always found the officers with whom I have come in contact ready, willing, and anxious to co-operate to the fullest extent with the Army in whatever was deemed best for the public service. I trust that I am incapable of doing so unjust or so rude an act toward a branch of the service with which there always should be the most perfect accord as the construction placed by some upon my order would imply. I am glad to know from your letter that you placed the correct construction upon it.

I shall take great pleasure in correcting the wrong impression whenever opportunity offers in an order. In the meantime I beg that you will correct it so far as you can do so.

Very truly, yours,

C. C. WASHBURN,
Major-General.

Commander ROBERT TOWNSEND, U. S. Navy.

Letter from Fleet Captain Pennock, U. S. Navy, to the district judge, Springfield, Ill., regarding prize steamer Union.

MOUND CITY, August 22, 1864.

SIR: I have the honor to report to you that the prize steamer *Union* arrived here yesterday in charge of a prize crew, having been captured by the U. S. S. *Prairie Bird* on the 21st ultimo for violation of the revenue laws and giving "aid and comfort to the enemy" by supplying the rebels with provisions and articles contraband of war.

I enclose herewith the reports of Lieutenant-Commander E. K. Owen and Acting Master Thomas Burns and other papers concerning the capture.

The box containing books and papers, mentioned in the report of Lieutenant-Commander Owen, is now in my possession, held subject to your order.

I respectfully request that the marshal may be ordered down to take charge of the vessel, appurtenances, apparel, etc., as soon as possible.

Very respectfully, your obedient servant,

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

HON. S. H. TREAT,

U. S. District Judge, Springfield, Ill.

Report of Rear-Admiral Porter, U. S. Navy, transmitting a drawing of a torpedo, with which the destruction of the U. S. S. Lafayette was attempted.

PERTH AMBOY, August 22, 1864.

SIR: I have the honor to enclose a drawing of a new floating torpedo, introduced by the rebels on the Mississippi. They floated this one down on the *Lafayette*, but it was discovered in time and captured. I have the honor to remain,

Very respectfully, your obedient servant,

DAVID D. PORTER,

Rear-Admiral.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

[Telegram.]

MOUND CITY, August 23, 1864—4: 25 p. m.

I have just received the following dispatch from Lieutenant-Commander Fitch, at Smithland:

There are Army gunboats on the Cumberland; some of mine will be here as soon as they can get down.

A. M. PENNOCK,

Fleet Captain and Commandant Station.

Colonel L. B. PARSONS.

Report of Fleet Captain Pennock, U. S. Navy, regarding the location of the U. S. S. Siren and destruction of steamer Courier by fire.

OFFICE MISSISSIPPI SQUADRON,

Mound City, Ill., August 23, 1864.

MY DEAR ADMIRAL: I find by General Order 99 that the *Siren* is stationed in the Fourth District. * * *

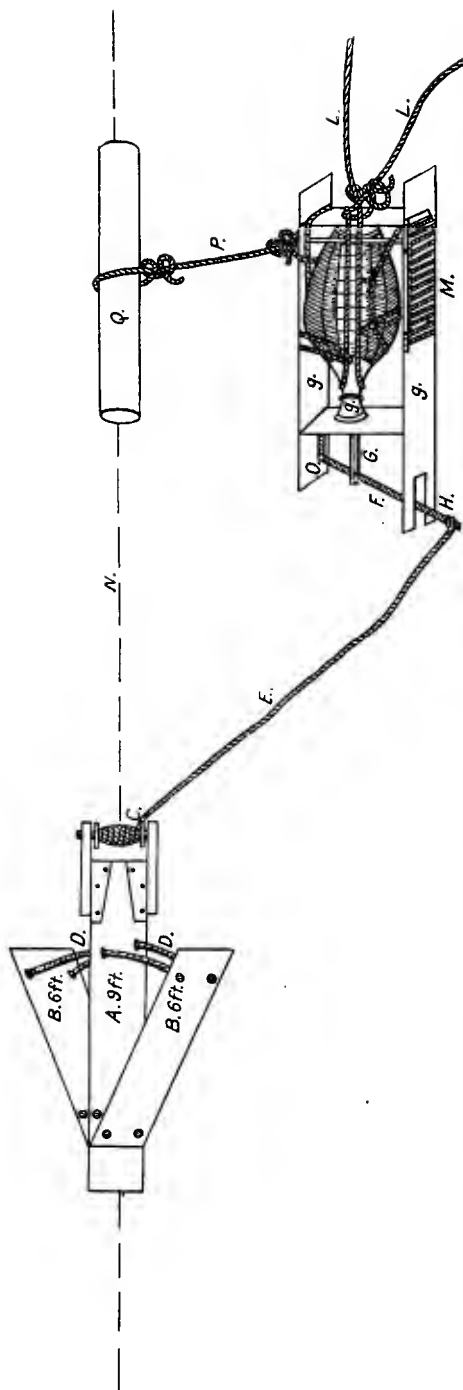
The river is rising and I think in a few days we can get the *Milwaukee* down without danger if we only have a good commander for her. No officers have reported under orders from the Navy Department. She has now on board three ensigns, three master's mates, a complement of engineers, and a full crew. * * *

Last night the steamer *Courier*, while putting stores on board the *Volunteer* in the stream, took fire accidentally and was destroyed with a great part of her cargo.

Sincerely, your friend,

A. M. PENNOCK.

Rear-Admiral D. D. PORTER, U. S. Navy,
Perth Amboy, N. J.



A. Center plank of guiding float, 9 feet long. B. Side planks of guiding float, 6 feet long. C. Reel on which trigger line is made fast. D. Guy ropes running through center plank of side boards. E. Trigger line. F. Torpedo or magazine placed in which set. G. Torpedo or magazine (demijohn). H. Frame on which torpedo is placed. I. Two lines, 30 fathoms in length, with ratchet attached at end of each line. M. Frame on which reel is made fast. N. Wire line. O. Hinge of trigger on lever. P. Buoy rope to keep torpedo a certain distance under water. Q. Floating buoy or log.

Report of Lieutenant-Commander Selfridge, U. S. Navy, commanding Fifth District, regarding threatened crossing of the river by the enemy near Waterproof, La.

U. S. S. VINDICATOR,
Fifth District, August 23, 1864.

SIR: This district, since the date of my last report, has been quiet.

The enemy threatened to cross in large force in the vicinity of Waterproof. I have accordingly concentrated the whole force of the district between Grand Gulf and Natchez. This force is to be sent to Atlanta, and I have deemed it of such moment to stop this crossing that I have taken, temporarily, the gunboat guarding the *Indianola*.

I have it from excellent authority that the rebel generals are determined to cross this force if they lose half of it. The number is differently estimated from 10,000 to 20,000, with 20 pieces of artillery, the latter to be used to cover the crossing. I shall do all in my power with what means I have, but it is almost impossible to watch all the crossings at once. They have some 100 skiffs all prepared, hauled in on wagons.

Volunteer Lieutenant Flye reported to command the *Benton*, his health having been restored. I accordingly detach Volunteer Lieutenant Hill and have ordered him to the command of the *Forest Rose*.

* * * * *

Very, respectfully, your obedient servant,

THOS. O. SELFRIDGE,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Pattison, U. S. Navy, regarding attack upon Memphis, Tenn., by Confederate force under Major-General Forrest, U. S. Army.

UNITED STATES NAVAL STATION,
Memphis, Tenn., August 23, 1864.

SIR: I have the honor to report that on Sunday, the 22d instant, at about 3 a. m., General Forrest, with about 2,500 men, made an attack on this city and entered it, visiting the headquarters of General Washburn, the Gayoso House, and other public buildings. The *Red Rover* got up steam and went alongside the *Essex* ready to tow her into the stream in case of necessity. The enemy occupied the city about two hours, when they were driven out by our forces, and by 4 p. m. were driven 4 miles.

This morning about 8 o'clock the alarm bells rang and, while at my breakfast, news reached me that the rebels were upon us again. I received a note from General Washburn informing me that the rebels were approaching south of the fort in large force, and requested me to send a gunboat down below the fort. In consequence of this information I took the *Carondelet* and proceeded below the fort, and fired a few shells in the direction indicated by the general, but could discover no rebels. As far as I can learn the excitement in this affair was caused by the pickets being fired into 2 miles out of town. At

the present hour of writing there seems to be no indication of an immediate attack by the enemy.

Very respectfully, your obedient servant,

T. PATTISON,

Lieutenant-Commander, Commanding Naval Station.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Report of Lieutenant-Commander Owen, U. S. Navy, regarding the impaired condition of the U. S. steamers Prairie Bird and Marmora.

U. S. S. LOUISVILLE,

Off Shipwith's Landing, August 23, 1864.

SIR: Since the 10th instant no artillery firing has been done in this district. The enemy, with a ten-gun battery, still linger about Monticello.

I have to report the *Prairie Bird* in a very bad condition generally, but more especially her boilers. * * * She can not be spared from here, unless relieved by another. This vessel will have to take a station up the river, and the *Prairie Bird* guard this point. If the river does not rise soon, this vessel will not be able to move about any great distance. I would then have but the *Romeo* and *Marmora* to depend upon, and both are in a bad condition. The *Marmora* can not back strong without pieces of her stern frame being knocked in. She has now four bulkheads built in her stern. I leave this afternoon for Columbia, Ark.

I am, sir, very respectfully, your obedient servant,

E. K. OWEN,

Lieutenant-Commander, Commanding Sixth District.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Letter from Brigadier-General Andrews, U. S. Army, to Acting Master Grace, U. S. Navy, regarding an attack by Confederate force upon Ashley's Station, Ark.

HDQRS. SECOND DIVISION, SEVENTH ARMY CORPS,

Devall's Bluff, August 24, 1864.

CAPTAIN: A force of the enemy, numbering about 2,000, with artillery, coming from the north, attacked Ashley's station three hours ago (12 miles from here), and captured the force there. I request you to send up one gunboat for our reinforcement; at least I should be glad to have the force at St. Charles here, but will not take the responsibility to order it up at present. Indications are that the rebels are crossing the Arkansas to move this way.

Very respectfully, your obedient servant,

C. C. ANDREWS,

Brigadier-General, Commanding.

Captain GRACE,

Commanding Gunboat.

*Report of Commander Townsend, U. S. Navy, regarding Forrest's
raid upon Memphis, Tenn.*

U. S. IRONCLAD ESSEX,
Memphis, Tenn., August 25, 1864.

ADMIRAL: Accompanying this I send you a copy of last evening's Memphis Bulletin containing the more detailed account of Forrest's abortive raid upon Memphis on Sunday last. It was a complete surprise, but the enemy failed to accomplish anything beyond the capture of an inconsiderable number of prisoners. As you will perceive, they came very near snapping up Generals Washburn and Hurlbut. Foiled in that purpose, they seemingly became disconcerted. At any rate, their haste to get out of the limits of the city seems to have been disproportionate to the amount of resistance offered to them. There was more continued fighting in the suburbs, where the main body of the rebels had remained. But the newspapers will give you the details. Of course you will take *cum grano salis* the newspaper accounts of particular heroism. The Eighth Iowa—veterans and the especial guard of the city proper and the navy yard—did behave well; the hundred days regiments did as well as could be expected from such green troops, taken completely by surprise. In fact, the surprise was the worst and most disgraceful feature of the affair. It now seems to be the general opinion that some fighting can be got out of the Memphis militia, a result that was considered very problematical a few days since. Forrest's troops displayed dash without stamina; they were audacious, but lacking in determined and persistent effort.

On Tuesday there was a tremendous scare, a kind of reverberation of the real attack, nothing more, but like all reverberations, a great deal more noisy.

On Sunday morning the *Red Rover* did not have steam up. Our engines are in pieces, but I had both vessels prepared to shove off and anchor in the stream if the occasion should require it. On Tuesday the *Red Rover* was lashed to our port quarter very soon after the alarm was given, and we were ready to maneuver as well as move. The *Carondelet* had meanwhile arrived, and Captain Pattison went aboard and, by request of General Washburn, proceeded down the river a little below the fort to reconnoiter. There was nothing there to be seen.

General Washburn informs me that he succeeded in getting an order through to General Smith on Sunday directing him to send a portion of his forces toward Panola to head off Forrest; another portion to diverge more to the northward and westward from Abbeville, and endeavor to get into the enemy's rear. If anybody can catch Forrest, General Smith can, but I fear that very desirable result can not be just now accomplished. Forrest knows the country hereabouts too well, but if Smith got the order in time, I think there is a good chance of his thrashing Forrest again.

I have the honor to remain, very respectfully, your obedient servant,
ROBERT TOWNSEND,
Commander, U. S. Navy.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Order of Fleet Captain Pennock, U. S. Navy, to Lieutenant-Commander Fitch, U. S. Navy, transmitting request from General Paine, U. S. Army, for a gunboat at Shawneetown, Ky.

MOUND CITY, August 25, 1864.

SIR: Your communications of the 19th, 22d, 23d, and 24th of August have been received.

I enclose you a copy of a dispatch received from Lieutenant-Colonel S. H. Lathrop, stating that General Paine requests that a gunboat be stationed near Shawneetown, and my answer thereto. There are strong reasons why a gunboat should be stationed in that neighborhood just now, and I wish, as soon as you can, you would detail one for that purpose.

Admiral Porter also wishes that a gunboat be kept stationed at Smithland. Please inform me when you will be ready to detail a gunboat for Shawneetown, so that I may inform the general.

Very respectfully, your obedient servant,

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

Lieutenant-Commander LE ROY FITCH,

Commanding Tenth District and U. S. S. Moose.

[Enclosure—telegram.]

COLUMBUS, OHIO, August 24, 1864—4 p. m.

General Paine, commanding the district of Illinois, asks that a gunboat be stationed at or near Shawneetown, as there is a long line with few troops. The major-general commanding asks that this be done, and that the boat be light draft. Please answer.

S. H. LATHROP,

Lieutenant-Colonel and Assistant Adjutant-General.

Captain A. M. PENNOCK,

Mound City.

Report of Fleet Captain Pennock, U. S. Navy, transmitting prize lists of vessels.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,

Mound City, August 26, 1864.

SIR: I have the honor to enclose herewith prize lists of the following vessels belonging to this squadron:

U. S. S. *Reindeer*, for capture of pig iron at Betsytown, Tenn., December 16, 1863.

U. S. S. *Tyler* for capture of steamboats *Mattie*, *R. E. Hill*, and *Martin Walt*, June 15, 1864.

U. S. S. *Victory*, for capture of 20 barrels whisky, June 30, 1864.

U. S. S. *Kenwood*, U. S. S. *Ozark*, and U. S. S. *Lexington*, for capture of cotton, etc., during the Red and Ouachita River expeditions, March, April, and May, 1864.

I have the honor to be, very respectfully, your obedient servant,
A. M. PENNOCK,
Fleet Captain and Commandant of Station.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant Bache, U. S. Navy, giving information of Confederate attack on the railroad from Devall's Bluff to Little Rock, Ark.

U. S. S. HASTINGS,
White River Station, August 26, 1864.

SIR: I have just received intelligence that Shelby, Dobbin, and McCray, with about 4,000 men and a battery, made an attack on the railroad from Devall's Bluff to Little Rock day before yesterday, destroying the telegraph, tearing up the rails, and capturing one entire regiment. There was fighting going on yesterday 8 miles from the bluff, where the *Exchange* and *Fawn* have gone.

The enemy's force has no doubt been exaggerated. I regard their movement as a mere raid to create a diversion in favor of Price, who desires to make a detour around us into Missouri.

Very respectfully, your obedient servant,
GEO. M. BACHE,
Lieutenant, Commanding Seventh District.

Captain A. M. PENNOCK,
Fleet Captain and Commandant Station, Mound City.

Order of the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, for a full report in the case of the steamer Volunteer, seized November 25, 1863, off Natchez, Miss.

NAVY DEPARTMENT, August 27, 1864.

SIR: Has the prize steamer *Volunteer** been taken into the service of the Government; and if so, what is her present condition?

The Department understands through private sources that a decree of restitution has been rendered in her case. Has anything been paid on account of her? A full report is desired at as early a day as possible.

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

* See Series I, vol. 25, pp. 597-601.

Order of Major-General Canby, U. S. Army, to Brigadier-General Lawler, U. S. Army, to inform the naval commander of proposed attempt to capture steamer Saratoga.

HDQRS. MILITARY DIVISION OF WEST MISSISSIPPI,
New Orleans, La., August 27, 1864.

GENERAL: I am directed by the major-general commanding to request that you will communicate to Captain Foster, U. S. Navy, that a detective reports that he has information, through secession sources, that an attempt will be made to take the steamboat *Saratoga* on her trip to Vicksburg; that the rebels have two batteries—one at Ellis Cliffs and the other at Banshas Landing. The commanding general does not place much reliance on the report, but it is well enough to be on guard.

Very respectfully, your obedient servant,

B. F. MOREY,

Captain, Acting Assistant Adjutant-General.

Brigadier-General M. K. LAWLER,
Commanding at Morganza, La.

Report of Acting Volunteer Lieutenant Magune, U. S. Navy, on assuming command of U. S. S. Milwaukee.

U. S. S. MILWAUKEE,
Mound City, Ill., August 27, 1864.

SIR: In obedience to your order of the 15th instant, I have this day reported to Fleet Captain A. M. Pennock, and have assumed command of the U. S. S. *Milwaukee*.

I am, sir, respectfully, your obedient servant,

J. W. MAGUNE,

Acting Volunteer Lieutenant, Commanding.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant-Commander Selfridge, U. S. Navy, regarding the prevention of the enemy from crossing the Mississippi River.

U. S. S. VINDICATOR,
Natchez, August 27, 1864.

ADMIRAL: A deserter from the rebel Army came into one of the gunboats with a few letters for the other side.

He states, as do also the letters, that the orders to prepare to cross were given Monday, the 22d, but for the present the order has been countermanded, owing to the vigilance of the Federal gunboats. This order caused a great deal of dissatisfaction, and some 500 deserted the following night.

It is extremely gratifying to me to hear this rebel testimony of the efficiency and vigilance of this district. I have considered all

along, that this crossing should, if possible, be stopped, and have used every exertion in my power, in which I have been ably seconded by all the commanders, who are fully alive to its importance and have been untiring in their activity.

I have been obliged to withdraw the gunboat stationed at the *Indianola* to complete the chain between Grand Gulf to Natchez. I shall send her back as soon as possible.

If you can, spare me one more light-draft, the *Cricket* or *Juliet*, for temporary service in this district, to protect the *Indianola* in the absence of the other gunboat.

The enemy are encamped on Scilly Island, only 20 miles from the Mississippi, 20,000 strong, waiting only for the gunboats to relax their vigilance to cross, so you can see I need a strong force.

I am also in need of coal, and wish a barge could be sent; the consumption has been greatly increased from the gunboats being required now to be the most of the time underway.

Very respectfully, your obedient servant,

THOMAS O. SELFRIDGE,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

General report of Fleet Captain Pennock, U. S. Navy, making reference to prize vessels Union and Mattie Cook.

OFFICE MISSISSIPPI SQUADRON,
Mound City, Ill., August 27, 1864.

MY DEAR ADMIRAL: The commanding officer of the *Osage* reports that his vessel is now lying nearly as fair and straight as when she was on the stocks. He is waiting for the iron workers to repair the fractured sheets in the sides and bulkheads. He considers her perfectly safe, even if the waters should rise and take her off without the repairs being done, as he could take her to Mound City as she is, as soon as afloat. The blacksmith and carpenter shops I ordered to his assistance some time since, to work under his orders; they are probably there by this time.

The chief of Bureau of Ordnance informs me that during his official visit to Cairo last winter you told him that you would cause to be erected without expense to the bureau suitable quarters for the ordnance officer, and requests that the promise may be fulfilled at an early date, the building being made as commodious and comfortable as circumstances will permit. I enclose you a letter from Mr. Friganza, and think his suggestion a good one; please let me know if you approve it.

The reports of wages paid mechanics at different places were so conflicting that I determined to delay fixing the increased wages of those in our employ until I could obtain information sufficiently reliable to enable me to do justice to the Government as well as to the men.

Yesterday the ship carpenters and calkers struck. This morning I ordered them to be discharged, never again to be permitted to work on this station. I understand they threaten not to allow anyone in their departments to work for us. If they do try it, I will stop it at all hazards. In a day or two I will have all the information necessary to guide me aright, and shall increase the wages of those now at work, dating the increase from the first of this month. Those who struck will be paid (unless you direct otherwise) to the day of their discharge (the 26th) at the old rate.

I telegraphed you to-day that the *Milwaukee* has her officers on board (a volunteer lieutenant and three ensigns from the East), and I have ordered as executive the former executive officer of the *St. Clair*. The river is rising fast, and with the assistance of a towboat to guide her in the short turns, I think there will be no trouble in getting her to White River, as you directed. Phelps leaves here to-day for his station. He thinks there will be no more trouble in White River, but that the rebels will try to cross the Mississippi between Helena and the Yazoo, especially near Greenville. Mitchell has gone to join his division. If recruits continue to come down as they have for the last fortnight, it will not take long to fill up the fleet.

Two prizes, the *Union* and *Mattie Cook*, have arrived since you left. The former has been turned over to the marshal and the latter has been reported to the judge. Your order for me to report all prizes to you I will carry out in any cases that may arise in future.

Bleecker went to Cincinnati some time since and told me he thought he should go to Washington from there, as it was impossible for him to conduct his business without money, and people refused to sell him goods, except at enormous prices, unless he could tell them when they would get their money. Dunn has received no money yet.

Sincerely, your friend,

A. M. PENNOCK.

Rear-Admiral D. D. PORTER, U. S. Navy,
Brighton House, Perth Amboy, N. J.

General order of Rear-Admiral Porter, giving precautions against torpedoes.

GENERAL ORDER, }
No. 235. }

U. S. MISSISSIPPI SQUADRON,
FLAGSHIP BLACK HAWK,
Mound City, August 28, 1864.

Owing to the fact that an attempt has been made to blow up one of the squadron (*Lafayette*) by a torpedo, the attention of commanders is drawn to the general order requiring extra caution in relation to such matters and the necessity of moving the position of the vessels at or after sunset. A lookout will always be kept in the daytime, and logs or buoys found floating will be examined. Every commander will endeavor to give information in regard to the torpedoes lately sent from the East and the parties connected therewith.

DAVID D. PORTER,
Rear-Admiral, Comdg. Miss. Squadron.

Report of Brigadier-General Andrews, U. S. Army, regarding attack upon steamers White Cloud and Henry Chouteau.

PORT HUDSON, LA., August 29, 1864.

GENERAL: The steamer *White Cloud* was fired upon this a. m. by a battery and some riflemen on this side the river near an island below Bayou Sara. Her steam pipe is reported cut by a shot which disabled her. She received 5 shots out of 13 fired. No one hurt on board. The [*Henry*] *Chouteau* was fired upon higher up the river by a battery of eight pieces, two of which were 12-pounders; also by some riflemen. She received five shots; no one hurt: don't think either boat greatly damaged. The gunboats 14 [*Kenwood*] and 54 [*Nymph*] hastened to the scene of action.

GEO. L. ANDREWS,

Brigadier-General of Volunteers, Commanding.

Brigadier-General M. K. LAWLER,
Morganza.

Report of Lieutenant Earl, U. S. Army, giving statement of Edward A. Harris regarding torpedoes made and placed by the enemy for the destruction of the fleet.

HEADQUARTERS SPECIAL SCOUTS,

Natchez, Miss., August 30, 1864.

SIR: I have the honor to report that Edward A. Harris, a member of my command, who was sent to investigate the matter of Confederates placing torpedoes in the Mississippi River, has returned and reports as follows:

I proceeded down the river as far as Morgan Bend, scouting the east bank of the river from Fort Adams to the foot of Tunica Island. I learned from undoubted authority (the rebels themselves) that Colonels Hill, Hunter, and Weldon and Major Perkins, with several other men brought with them from Mobile for the purpose, had been engaged in making torpedoes for the destruction of our fleet upon the lower Mississippi, for which the Confederate Government were to give them one-half the value of the vessels destroyed. Colonel Hill and Major Perkins are the two most dangerous men. They are the men who placed the torpedo on the bow of the gunboat *Lafayette*. They also ran one under the *Ozark*, but owing to the defective arrangement of the percussion it would not explode. Their manner of operating is to float them down or to make one fast between two skiffs at a distance of a hundred yards from each, then in the night the skiffs are floated one on each side of the boat, which brings the torpedo under the boat, when one of the men in the skiff explodes the torpedo by means of a lanyard. Colonel Hunter's way of operating is to plant them in the channel and wait for passing boats to explode them. Colonel Weldon I know nothing about, as he had been at Tunica but a few days when the commands were ordered back to Mobile to operate against our fleet there. They all started for Mobile on the 10th of the present month. Colonel Hunter has some

four or five torpedoes planted in the river, but where I could not learn. They make the torpedoes about 8 miles from Tunica at some secluded place. Part of the men boarded at William Dougherty's. Hill and Perkins had a tent. This was all that he was able to learn respecting them.

I am, sir, with great respect, your most obedient servant,

I. N. EARL,

First Lieutenant, Commanding Special Scouts.

Colonel MYER,

Chief Signal Officer, Military Div. of West Mississippi.

Cooperative movement up White River, August 30, 1864.

Letter from Major-General Steele, U. S. Army, to Acting Master Grace, U. S. Navy, commanding U. S. S. Fawn, requesting cooperation.

LITTLE ROCK, August 28, 1864.

I have dispatched to General Andrews in regard to a movement up White River, in which your cooperation is solicited. I requested General Andrews to consult with you on the subject. Whatever you may agree upon will be satisfactory to me.

Very respectfully,

F. STEELE, *Major-General.*

Captain J. R. GRACE, U. S. Navy.

Report of Brigadier-General Andrews, U. S. Army, proposing duty for U. S. S. Fawn.

HDQRS. SECOND DIVISION, SEVENTH ARMY CORPS,

Devall's Bluff, August 27, 1864—9 p. m.

CAPTAIN: Some citizens reported this afternoon that the prisoners passed through Hickory Plains. If Shelby has gone north, would it not be best immediately to send up the gunboat 30 [*Fawn*], Captain Grace, which is here, and a hundred men or so on the *Celeste*? Information might be gained, and they would, perhaps, be just in season for General West. In this event, an infantry regiment should move here, say the Fifty-seventh U. S. Colored, of Graves' brigade.

Very respectfully,

C. C. ANDREWS,

Brigadier-General, Commanding.

Captain C. H. DYER,

Assistant Adjutant-General, Little Rock.

Order of Brigadier-General Andrews, U. S. Army, to Colonel Graves, U. S. Army, for immediate movement, escorted by U. S. S. Fawn.

HDQRS. SECOND DIVISION, SEVENTH ARMY CORPS,

Devall's Bluff, Ark., August 28, 1864—7:30 p. m.

COLONEL: You will embark at 11 o'clock to-night as quietly as possible on steamer *Kate Hart*, with all the effective part of your brigade now at this post, taking eight days' rations and sixty rounds

of ammunition per man. The gunboat *No. 30 [Fawn]*, Captain Grace, will accompany you as escort. You will move up White River to cooperate with and act under the orders of Brigadier-General West, who is now out after Shelby. Take a few axes. Report to these headquarters the number of men you take.

Very respectfully, your obedient servant,

C. C. ANDREWS,

Brigadier-General, Commanding.

Colonel W. H. GRAVES,
Commanding First Brigade.

Report of Brigadier-General Andrews, U. S. Army, referring to cause of delayed movement.

HDQRS. SECOND DIVISION, SEVENTH ARMY CORPS,
Devall's Bluff, August 30, 1864—8:30 a. m.

The *Kate Hart* left with Colonel Graves' command, of a little upward of 600 men, and gunboat *Fawn*, Captain Grace, at 6 o'clock this morning. The movement was delayed two hours by the tardy and frivolous conduct of Captain Grace in regard to getting another pilot. Up to 12 o'clock last night he gave me to understand he could move at daylight. Lieutenant Davis, with 100 men of First Missouri Cavalry (late escort for General Rosecrans), has just moved out for Little Rock. He expects to camp to-night at stockade beyond Ashley's Station.

Very respectfully,

C. C. ANDREWS,

Brigadier-General, Commanding.

Captain C. H. DYER.

Report of Major-General Washburn, U. S. Army, transmitting letter from Lieutenant-Commander Phelps, U. S. Navy.

HEADQUARTERS DISTRICT OF WEST TENNESSEE,
Memphis, Tenn., September 3, 1864.

GENERAL: I have just received a letter from Commander Phelps, U. S. Navy, of which I enclose a copy. I think that the danger on White River is over. I shall send to General Mower by the bearer of this an order to return here and proceed at once to Atlanta, if, when he arrives at the mouth of White River, he becomes satisfied that there is no need for his services. My cavalry I shall order to proceed up toward Jacksonport and cooperate with Steele in the pursuit of Price, Shelby, Marmaduke & Co. I am pretty well satisfied that a raid of large proportions is about being made on Missouri, and have advised the War Department and General Rosecrans of my belief.

I am, general, your obedient servant,

C. C. WASHBURN,

Major-General.

Major-General E. R. S. CANBY,
Commanding Military Division of West Mississippi.

[Enclosure.]

U. S. GUNBOAT HASTINGS,
Memphis, September 3, 1864.

GENERAL: Captain Bache received your letter, requesting him to communicate with St. Charles on the 30th, and sent a gunboat up immediately. That vessel left St. Charles on the 1st instant, bringing the information that the post was evacuated on that day by order of General Steele. Colonel Moore, commanding the post, having remonstrated with the general on the receipt of the first order to evacuate, received a peremptory order to do so. Shelby was being pursued, or rather hunted for, by two commands sent out by General Steele for that purpose. Nothing positive appeared to be known about Shelby's movements or whereabouts, but it was supposed that he had gone to Jacksonport. The same may be said of the knowledge possessed by our forces in regard to the operations of the rebel forces in Arkansas. Pine Bluff is not captured.

S. L. PHELPS,
Lieutenant-Commander, Divisional Commander Miss. Squadron.
 Major-General WASHBURN, U. S. ARMY,
Commanding District of West Tennessee, etc.

Report of Lieutenant-Commander Phelps, U. S. Navy, announcing the evacuation of St. Charles, Ark., by order of Major-General Steele, U. S. Army.

U. S. S. HASTINGS, *September 4, 1864.*

SIR: St. Charles has been evacuated by order of General Steele. As there are but 4 feet water in White River, none but light tinclads can ascend it as far as St. Charles, and the works abandoned there are, with the advantages of the position, of great strength and a constant menace upon the navigation of the river. I have ordered that no gunboats shall pass above there while the enemy is, as now, within a few hours' march of the works, which he can occupy at will. The bluffs extend along the river for one and a half miles, where turns of difficulty for stern-wheel vessels, coming down, have to be made, and where they are obliged to back up to obtain a fair direction for passing between the wrecks sunk there by the rebels, and throughout there is shoal water. A tinclad exposed to the fire of field battery would inevitably be cut to pieces and lost in attempting to run the fire in such a place, and her own battery, either on account of turns or the boldness of the bluff, would be of little service. If the position should be occupied by the enemy, the gunboats would be blockaded above it, and in the event of Devall's Bluff being captured, of which there is danger, they would have little prospect of escape. I await your instructions in this matter.

It is my opinion that the enemy in large force is making demonstrations of attack upon Little Rock and General Steele's communications, to attract attention while Price, with some 12,000 mounted men, dashes into Missouri, where he will be able to play sad havoc at will. It may, however, be the enemy's purpose to make an earnest attack upon General Steele, and he certainly is in force to do so, with a show of ability to succeed. In either case, St. Charles is at present

a point of great danger, being within a day's march of the pontoon bridge on the Arkansas.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER, U. S. NAVY,
Commanding Mississippi Squadron.

Report of Colonel Graves, Twelfth Michigan Infantry, commanding First Brigade,
Second Division, Seventh Army Corps.

HDQRS. FIRST BRIGADE,
SECOND DIVISION, SEVENTH ARMY CORPS,
Devall's Bluff, Ark., September 8, 1864.

LIUTENANT: Pursuant to orders received from Brigadier-General C. C. Andrews, commanding division, I embarked at daylight on the 30th day of August, 1864, with the Twelfth Michigan Infantry and detachments of the Fifty-fourth and Sixty-first Illinois Infantry, 22 officers and 515 men all told, on board the steamer *Kate Hart*, and convoyed by gunboat No. 30 (*Fawn*), Captain Grace, commanding, proceeded up White River to effect a junction with Brigadier-General West, commanding a cavalry expedition then in pursuit of the rebel General Shelby, supposed to be in the neighborhood of Jacksonport. Also had rations and ammunition for General West's command. The river proved to be very low, the boats frequently striking on the bottom and finding great difficulty in getting along at all. During the second day out (August 31) saw several detachments of rebel pickets along the river. Ran on to within 19 miles by river, 6 miles by land, of Augusta, when, finding the navigation growing more and more difficult, I decided, after consultation with Captain Grace, of the gunboat, that it would be imprudent to go higher up with the boats. We had passed rebel pickets for the last 20 miles of the river, and from information they were Dobbin's command, who was reported to be in Augusta with a force variously estimated by our informants from 800 to 1,500 men. Nothing could be obtained in reference to the whereabouts of General West. Accordingly, I directed our return to Devall's Bluff, where the expedition arrived in the afternoon of the 2d instant. The only casualty was 1 man of the Twelfth Michigan Infantry, shot dead accidentally. Shortly after debarking, instructions were received from General Andrews to reembark at daylight next morning. Lighter draft boats and reinforcements were furnished for this second expedition, which consisted of detachments of my own and Ward's brigade, Smith's division, Seventeenth Corps, in all, numbering 1,000 officers and men, on board three steamers. Left Devall's Bluff shortly after daylight Saturday, September 3, destination and object same as before. During the forenoon of the next day, at and above Peach Orchard Bluffs, saw rebel pickets, who kept along the bank ahead of us, watching our movements. About 4 p. m. the advanced boat, the *Commercial*, was fired into by a party of rebels concealed in the bushes on the left bank of the river. The first volley killed 1 man, wounded

myself severely in the knee, and 7 men, 3 of them seriously. Directly after the first fire we were greeted by a volley from the opposite bank of the river from a small party of perhaps 40 or 50. The party firing the first volley numbered from 300 to 400 men, as was afterwards ascertained from a citizen living near. For a moment there was considerable confusion among my men. They very soon became cool and returned the fire briskly. In the meantime the other boats came up and began firing, and the gunboat opened a brisk fire into the thickets which concealed the enemy, who soon withdrew in haste.

The steamer *Dove*, having on board a detachment of the Ninety-fifth Illinois, about 200 strong, and which had been sent up to join my command, came up at this point. Thinking there must be greater numbers of the enemy nearby, who would probably attack us, I ordered the boats to land and the troops ashore, but nothing more was seen of the enemy that night. It was afterward ascertained that this force was a part of Dobbin's command, under Captain Anderson, and that a much larger force was but a short distance back, which would no doubt have attacked us had the first attempt succeeded in throwing us into confusion, as was anticipated. The loss of the enemy could not be ascertained, but I have no doubt equalled or exceeded our own. My loss was that stated above; 1 man on steamer *Celeste*, mortally wounded and since dead, and 1 man wounded on steamer *Nevada*.

The expedition went no higher up the river that night. Owing to my wound, the active command devolved upon Colonel L. M. Ward, Fouteenth Wisconsin Infantry, under whose command the troops landed next morning at a point one mile and a half across a bend of the river from Augusta and advanced on that place. He found about 400 of the enemy in the town, and they fled on the approach of our troops' force. Dobbin, with his command, had departed to join Shelby, near Jacksonport, higher up the river. It was found impossible to get the boats farther up the river, owing to the low stage of water. A few miles below I was met by a boat bearing dispatches from General Andrews, ordering my immediate return. The messenger also bore dispatches for General West, and about 2 miles above Peach Orchard Bluffs I landed him and furnished him a cavalry escort to attempt to find his way across the country to General West.

The expedition returned, arriving at Devall's Bluff without further circumstances in the afternoon of Tuesday, September 6, instant.

Respectfully, your obedient servant,

WILLIAM H. GRAVES,

Col. 12th Mich. Infantry, Comdg. Brigade and the Expedition.

Lieutenant W. A. MARTIN,

Acting Assistant Adjutant-General, 2d Division, 7th Army Corps.

Order of Brigadier-General Andrews, U. S. Army, to Colonel Graves, U. S. Army, to proceed above Devall's Bluff, escorted by the U. S. S. Fawn.

HDQRS. SECOND DIVISION, SEVENTH ARMY CORPS,
Devall's Bluff, September 2, 1864.

COLONEL: Agreeable to the verbal instructions given you this afternoon by brigadier-general commanding, you will again move up

White River with the effective force of the Twelfth Michigan Infantry and detachments of Fifty-fourth and Sixty-first Illinois. to reinforce and cooperate with General West against Shelby. The Fourteenth Wisconsin Infantry and Eighty-first Illinois Infantry, also one section of artillery and forty cavalry, will constitute the rest of the force which will accompany you and be under your orders. The gunboat *Fawn*, Captain Grace, will go as escort. You will have for transports the steamers *Nevada*, *Commercial*, and *Celeste*. The artillery will embark on the *Nevada*, and it is already understood that the Fourteenth Wisconsin and Eighty-first Illinois Infantry will also embark on that boat. It is intended to have everything on the boats by 2 o'clock to-night, so there will be a certainty the boats can leave at daylight. I learn that when General West left Searcy it was his intention to go toward Grand Glaise. You will adopt the best means in your power to communicate with him and inform him of what is going on. I expect you will be able to get above the mouth of Little Red River with the transports; above there it will be best to land about twenty of the cavalry on the west side of the river to communicate with General West. Mr. John Thorpe will be a good guide on that side of the river; he will be aboard the *Celeste*. Mr. McLaren, another guide, for the east side of the river, will report to you. You will go up the river as far as possible and then land and march on Augusta, unless you learn from General West or other good authority that the enemy is somewhere else, in which case you will march on the enemy. If General West should be at Grand Glaise, and the *Celeste* or some other boat can reach that point and help him cross, the result might be very favorable, allowing that Shelby is near Augusta. If it is in my power I will send along more troops after you. Use every effort to have Shelby suppressed.

Very respectfully,

C. C. ANDREWS,
Brigadier-General, Commanding.

Colonel W. H. GRAVES,
Commanding First Brigade.

Report of Brigadier-General Andrews, U. S. Army, regarding proposed movement above Devall's Bluff.

HDQRS. SECOND DIVISION, SEVENTH ARMY CORPS,
Devall's Bluff, September 2, 1864—6:45 p. m.

CAPTAIN: I think I will have everything in readiness for the expedition to move at daylight to-morrow. Captain Grace says he will go. I will send the *Nevada*, *Commercial*, and *Celeste*. Will be able perhaps to send forty cavalry, twenty to land on west side of river, to go and communicate with General West, and twenty to go with the infantry, on east side of the river. I can not send out any more cavalry, I think. Colonel Graves says a woman near Peach Orchard Bluff reported that Shelby was about to move to join Price at Dardanelle and move thence into Missouri.

Very respectfully,

C. C. ANDREWS,
Brigadier-General, Commanding.

Captain C. H. DYER,
Assistant Adjutant-General, Little Rock.

Report of Brigadier-General Andrews, U. S. Army, of return to Devall's Bluff.

HDQRS. SECOND DIVISION, SEVENTH ARMY CORPS,
Devall's Bluff, September 6, 1864—1:30 p. m.

CAPTAIN: The *Celeste* and *Commercial* have returned with Graves' own force. The other boats expected soon. On the afternoon of the 4th the boats were fired into at Gregory's Landing. Colonel Graves and 8 men were wounded, 1 killed, 1 since died. Graves is rather severely wounded in the leg. The next day they went into Augusta. No enemy there and has not been for a month. Dobbin was reported east of Cache River; Shelby in neighborhood of Jack-sonport.

Very respectfully,

C. C. ANDREWS,
Brigadier-General, Commanding.

Captain C. H. DYER,
Assistant Adjutant-General, Little Rock.

Letter from Lieutenant-Commander Phelps, U. S. Navy, to Major-General Steele, U. S. Army, announcing arrival at Devall's Bluff with additional gunboats.

U. S. GUNBOAT HASTINGS,
Devall's Bluff, September 10, 1864.

GENERAL: I have come up the river with additional gunboats to assist in your movements. From the information I can gather here I am not likely to have the pleasure of seeing you unless I go over to Little Rock to congratulate you on your success and triumphs. This river is falling, and there is not now over 5 feet of water on some of the bars. If this is to be your base of supplies, the low water coming requires your prompt attention, as at 3 feet, the low-water stage, steamers could bring up very little freight indeed, while we have but one or two gunboats of sufficiently light draft to act as convoy. It is probable that all the gunboats except two will be obliged to leave this river within two weeks' time. If I could have obtained conveyance I would have gone over to your camp to-day. Horseback riding for such a distance is rather too much for the uninitiated. We will make an effort to get up to Jacksonport, leaving here in the morning. I shall be glad to be of service to you in every way possible.

I am, general, respectfully and most truly, yours,

S. L. PHELPS,
Commanding Sixth and Seventh Districts, Miss. Squadron.

Major-General FREDREICK STEELE, U. S. Army,
Commanding U. S. Forces before Little Rock, Ark.

Report of Lieutenant-Commander Fitch, U. S. Navy, referring to the destruction of wharf boat and Government stores at Owensboro, Ky.

U. S. S. MOOSE,
Evansville, Ind., September 1, 1864.

SIR: I would respectfully report that some four or five days after the U. S. S. *Silver Lake* was called from Owensboro, [Ky.], to patrol

the Cumberland, a squad of guerrillas came into town and set fire to and burned the wharf boat with, I believe, some Government stores on it. When I withdrew the *Silver Lake*, I ordered the *Brilliant* to relieve her, but from tardiness on the part of the boiler-makers at Evansville, her boilers were not in readiness in time. When I supposed she was at Owensboro, she was still at Evansville, and the small job of patching a boiler not yet completed. When I ordered the *Silver Lake* to the Cumberland there was a garrison of troops at Owensboro—one regiment—sufficient to defend the place against all the guerrillas in Kentucky, but for some reason the troops were withdrawn shortly after the *Silver Lake* left. The damage done by the rebels amounted to scarcely anything, as I am told the Government stores burned with the wharf boat were only a few things left behind by the regiment that had left there.

Very respectfully, your obedient servant,

LE ROY FITCH,

Lieutenant-Commander, Comdg. 10th Dist. Miss. Squadron.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron, Mound City, Ill.

Order of Rear-Admiral Porter, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, to furnish information regarding prizes sent for adjudication.

PERTH AMBOY, N. J., September 1, 1864.

SIR: You will please state to me as soon as possible the names of the vessels that have been sent in as prizes since I left, all the circumstances attending the cases, the cargoes, etc., and I will report them to the judge. You will have all the evidence taken by the prize commissioners, and send the papers to the judge from Cairo, [Ill.].

Respectfully, yours,

DAVID D. PORTER,
Rear-Admiral.

Captain A. M. PENNOCK.

Order of the Secretary of the Navy to Rear-Admiral Davis, U. S. Navy, to serve as senior member of a commission on selection of site for naval station on the Mississippi River.

NAVY DEPARTMENT, September 2, 1864.

SIR: An act of Congress approved June 30, 1864, having authorized and empowered the Secretary of the Navy to "appoint a commission, consisting of one naval officer, one officer of the Engineer Corps, and one civilian, to select the most approved site for a navy yard or naval station on the Mississippi River or upon one of its tributaries and to report to the next session of Congress," I hereby appoint you as the naval officer of the commission and senior member thereof. The other members of the commission are Lieutenant-Colonel A. H. Bowman, of the Engineer Corps, who has been detailed by the War Department for the purpose, and George W. Blunt, esq., of New York, both of whom have been directed to report to you by letter.

You will hold yourself in readiness to enter upon the duties of the commission on receiving further orders and instructions from the Department.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Rear-Admiral CHAS. HENRY DAVIS, U. S. Navy,
Washington.

Letter from Lieutenant-Commander Selfridge, U. S. Navy, to Major-General Dana, U. S. Army, giving information received from deserters regarding movements of the enemy.

U. S. S. VINDICATOR, *September 2, 1864.*

GENERAL: Three deserters came into one of our gunboats yesterday, belonging to the engineer regiment of the Trans-Mississippi forces. They had been stationed at Kirk's Ferry, on the Tensas River, where they had built a pontoon for the use of the troops about to cross the Mississippi. They represent that the orders for crossing had been countermanded; that a part of their pontoon train had been sent back to Alexandria; that all the troops had been ordered to assemble at Monroe. They understood the infantry were to operate in Arkansas, the cavalry to go to Missouri. This is important, if true, and looks like carrying the war back to its old boundaries and cutting off Steele. If you think it necessary, will you inform General Steele? It may be, also, by assembling at Monroe, they intend to attack Milliken's Bend and Goodrich's Landing, and perhaps to cross the river above Vicksburg.

Very respectfully, your obedient servant,

THOS. O. SELFRIDGE,
Lieutenant-Commander, Comdg. Fifth Dist. Miss. Squadron.

Major-General N. J. T. DANA,
Commanding U. S. Forces, Vicksburg and vicinity.

Report of Lieutenant-Commander Foster, U. S. Navy, transmitting report regarding the engagement of the U. S. S. Naiad with battery in vicinity of Tunica Bend, September 2.

U. S. S. LAFAYETTE, *September 6, 1864.*

SIR: I have the honor to forward a letter from Acting Master Henry T. Keene, commanding U. S. S. *Naiad*. From his letter you will see that he is short of officers. You will be pleased to send officers to fill vacancies.

So far as firing into vessels is concerned in his vicinity, it amounts to very little, and, with the changes I have made, I think there is little danger to be apprehended in that vicinity.

I am, sir, very respectfully, your obedient servant,

JAS. P. FOSTER,
Lieutenant-Commander, Comdg. Second Dist. Miss. Squadron.

Rear-Admiral David D. Porter,
Commanding Mississippi Squadron.

[Enclosure.]

U. S. S. NAJAD,
Tunica Bend, Mississippi River, September 2, 1864.

SIR: I have the honor to report that we were attacked this morning by a battery from Rowe's Landing. It appeared to consist of five pieces, three in one position and two in the other, and about 400 yards apart.

We were heading down at the time and they concentrated a cross fire on us. We got turned around and returned their fire as briskly as possible and silenced the battery after a while.

The *Ozark* came to our assistance, but they had ceased firing before she got within range. We expended 52 rounds of shell and shrapnel and were hit 22 times, but did us no great damage beyond cutting our escape pipe, port hog chains, and damaging our wheel a little.

They had three different kinds of pieces at least, for I have in my possession 12-pounder rifle shell, 12-pounder round shell, and 6-pounder solid shot. I have every reason to think that they are in this neighborhood now, and I am hardly in a proper condition to defend a place like this and run nights also, in consequence of my lack of officers, having but two master's mates and one of them sick, two engineers and not one of them on the list, and one pilot. I will, however, do all I can to keep the place guarded.

September 4.—The battery is still here, for while I was on the upper part of my beat a transport was fired on about 2 this morning. I did not learn the name. The *Ozark* came up and we shelled the woods, but could get no reply. I would respectfully call your attention to this place, for my officers and men are getting worn out with extra duty, for I have to keep them at quarters all the time.

Very respectfully, your obedient servant,

HENRY T. KEENE,
Acting Master, Commanding.

Lieutenant-Commander JAMES P. FOSTER, U. S. Navy,
Commanding 2d and 3d Districts Mississippi Squadron.

Letter from Lieutenant-Commander Foster, U. S. Navy, to Major-General Canby, U. S. Army, offering convoy to Army vessels by the U. S. S. Ouachita.

HDQRS. MILITARY DIVISION OF WEST MISSISSIPPI,
New Orleans, La., September 2, 1864.

I have just received your telegram, through General Lawler, and will order Captain Wilson, of the *Ouachita*, now lying at Baton Rouge, to convoy all vessels you may send up. The vessel carries forty guns. On arrival here will order Captain Wilson to return to Baton Rouge to meet any other vessels coming up, and will send to Morganza by other vessels from here. Bayou Sara vessels will report to Captain Wilson at Baton Rouge. Would advise, if there are many vessels going up, that they go together, and I can give them

a proper convoy. Should Captain Wilson be below Baton Rouge, this dispatch should be shown him, and he will return with them.

Respectfully,

JAS. P. FOSTER,
Commanding Second District Mississippi Squadron.

Major-General CANBY.

[Endorsement.]

HDQRS. MILITARY DIVISION OF WEST MISSISSIPPI,
New Orleans, September 2, 1864.

Official copy respectfully furnished Major-General Reynolds for his information, and with the request that he will be pleased to keep Captain Foster posted about the movements of the transports, their number, and time of departure.

By order of Major-General E. R. S. Canby:

C. T. CHRISTENSEN,
Major and Assistant Adjutant-General.

Reports and correspondence in the case of Acting Master Daniel W. Glenney, U. S. Navy, accused of treacherous conduct while commanding U. S. S. Rattler, September 4, 1864.

Report of Captain Pennock, U. S. Navy, transmitting papers in the case.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Memphis, Tenn., October 25, 1864.

SIR: I enclose for the action of the Department the case of Acting Master D. W. Glenney, late commanding U. S. S. *Rattler*.

The interests of the public service can not be subjected to the detriment consequent to withdrawing officers from distant points to attend to the adjudication of this case by a naval court-martial whilst the different reports from commanding officers point unhesitatingly to the fact that Acting Master Glenney is incompetent to perform the duties of a naval officer even if the charge of treachery can not be proven on him, though substantiated by circumstantial evidence.

In direct violation of General Orders Nos. 4 and 24, issued by Admiral Porter, he directed his boats to land and the crew to proceed beyond the distance wherein he could protect or afford them assistance, thereby losing his men by deaths, capture, and showing his want of judgment and capacity.

Again, violating the distinct order from his superior officer, Lieutenant-Commander Selfridge, who directed him to return to his command, he proceeded to Vicksburg, and, on the testimony of Major-General Dana, brought in the accessory of mendacity to support his unofficerlike conduct.

The testimony of J. P. Green is merely hearsay and, of course, to a certain extent, unreliable, but the circumstances are so very consistent, and the absence of a motive for bringing such a statement on the part of Green, confirm my suspicion sufficiently to recommend

to the Department that Acting Master D. W. Glenney be summarily dismissed the United States Navy.

I have the honor to be, very respectfully, your obedient servant,

A. M. PENNOCK,
Captain, U. S. Navy, Commanding Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

U. S. S. VINDICATOR.

SIR: I enclose the report of Acting Master [N. B.] Willets' investigation in the affair that led to the capture of 18 of the *Rattler's* crew near the residence of Mr. Joshua James.

The conduct of her late commander, Acting Master D. [W.] Glenney, has been such as to cause me to deprive him of his command, place him under arrest, and to put Acting Master Willets, late of the *Benton*, in charge of the *Rattler*, all of which I trust may meet your approval.

I also enclose a copy of a confidential letter from General Dana, which was my first intimation of such culpable disobedience on the part of Acting Master Glenney.

The latter came down to me in person a day or two after the loss of his men; for which act, leaving his command without authority, I severely reprimanded him. In an hour afterwards I sent him back on the *Empress*, at the same time expressing much censure at the exposed state of his vessel in the absence of her captain. It seems, instead of rejoining the *Rattler*, this officer coolly passed on to Vicksburg, where he remained two or more days, which was made known to me through General Dana.

It was but a short time previous to this affair that I had informed Captain Glenney that I did not wish him to go or send armed parties ashore, it being in direct violation of your general orders.

Acting Master Willets, I think, will make an excellent commander.

Very respectfully, your obedient servant,

THOS. O. SELFRIDGE,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

[Subenclosures.]

U. S. S. RATTLER,
Off Hurricane Island, September 12, 1864.

SIR: In accordance with your order to ascertain all the particulars in regard to the late actions of Acting Master D. W. Glenney, late commander of this vessel, I have to state that I have questioned the officers closely in all the details of the case, and learn from them that an expedition left the vessel on the 4th instant, between 8 and 9 p. m., to search the house of J. James for his two sons (officers in the rebel Army), who, by information received from negroes, were in the habit of visiting home at night. About three-quarters of an hour after the cutter left, shots were heard in the direction of the cutter,

then lying at the Louisiana shore, nearly abreast of the ship, and in charge of two contrabands, the rest of the party having started up the river bank toward James's residence, about 2 miles distant, some thirty minutes previous to the firing.

At this time a whistle was blown from the vessel as a signal to the gig (which had been sent to the Mississippi shore on some duty), which caused Acting Third Assistant Engineer J. H. Hume, with party, to turn back toward the boat. On their return, as they arrived at the edge of the wood, and within a quarter of a mile of their landing place, they were ordered to halt and surrender, as they were completely surrounded and overpowered. Mr. Hume immediately ordered his men, in a low tone, to fire, which was done, and quickly returned by about 100 shots from the rebels from all sides, wounding 1 of our men and killing 4 of their own, when they rushed upon our men and captured 18, the officer in charge and 2 men making their escape by crossing through the woods and down the river bank.

During this time an attack had been made on the cutter and the two contrabands left to guard it killed and thrown overboard. The cutter was then manned by a rebel officer and men, the officer being the commander of the rebel gunboat *Missouri* and the men a detachment of seamen from the same vessel. Acting Master D. W. Glenney, commanding, ordered the executive officer, Acting Ensign H. N. Wells, to take the dingey with an armed crew and proceed carefully toward the Louisiana shore and see if he could ascertain by any means the cause of the firing and the whereabouts of our men. On coming about 200 yards from the shore, he (Mr. Wells) discovered the cutter pulling toward the vessel. He immediately hailed her, to which the officer in the cutter answered aye, aye.

Mr. Wells not being satisfied with the answer, requested the officer in charge of the cutter to give his name. No attention being paid to the request, he (Mr. Wells) commenced firing with his revolver and muskets upon the men in the boat, at the same time hailing the ship and informing the commander that the cutter was captured and now making an attempt to board the vessel by approaching her on the quarter, requesting his commander to train a gun sharp on the quarter and fire at the captured boat, upon which the cutter made for the Louisiana shore.

By this time the vessel, having slipped her chain, was underway and, proceeding in the direction in which the cutter was last seen, fired a shot after her. Dropping slowly down the river looking for the cutter until abreast the foot of Hurricane Island, she rounded to and proceeded up the river close to the Louisiana shore (to see if she could find any of her men or the enemy) as far as James's residence. Mr. James made his appearance on the bank. He was asked if any of the *Rattler's* crew had been there that night.

The reply was no. The vessel then proceeded down the river, when she was hailed by Acting Third Assistant Engineer J. H. Hume. The vessel being landed, two shots were fired from the vessel, and the officer (Mr. Hume) and two of the crew taken on board, his voice being recognized before landing. The vessel proceeded to her anchorage within about 200 yards of the Louisiana shore and abreast the place where the cutter was first landed.

On the following morning (the 5th instant) the vessel was got underway and went up opposite James's house and landed at the bank on the Louisiana shore, when Acting Master D. W. Glenney, commanding, Acting Third Assistant Engineer James H. Hume, Acting Master's Mate William N. Bock, and D. D. Knapp, gunner's mate, went on shore, procured a negro guide and horses and started for the rebel camp under a flag of truce for the purpose of paroling the prisoners belonging to the crew of the *Rattler* captured the night previous. This was accomplished, and the officers returned between 8 and 12 p. m., the paroled men reaching the vessel about daylight on the morning of the 6th. On the evening of the same day, between the hours of 12 m. and 4 p. m., Acting Master D. W. Glenney left the vessel and went on board the steamer *V. F. Wilson* and reported himself and the circumstances attending the capture to Lieutenant-Commander Thomas O. Selfridge, commanding Fifth District and U. S. S. *Vindicator*, then lying at same point between Waterproof and Natchez Island.

On Wednesday, the 7th, he passed up the river on the steamer *Empress*. He hailed the U. S. S. *Rattler* and ordered the executive officer (Acting Ensign H. N. Wells) to allow no one to go on shore and to keep a strict watch, as he (Glenney) had heard the rebels were in the vicinity, and if any were discovered to throw a few shell among them and fire a shell every fifteen minutes or thereabouts during the night, as he (Glenney) was going to Vicksburg. Acting Master D. W. Glenney returned on board the U. S. S. *Rattler* on the 10th instant. This is the most explicit account of the whole affair that I can obtain.

I am, sir, very respectfully, your obedient servant,

N. B. WILLETS,

Acting Master, Commanding.

Lieutenant-Commander THOS. O. SELFRIDGE,

Commanding Fifth District and U. S. S. Vindicator.

Confidential.]

HEADQUARTERS, DISTRICT OF VICKSBURG,
Vicksburg, Miss., September 9, 1864.

I feel it my duty, in this confidential way, to state my belief that there are very suspicious circumstances connected with the conduct of the acting lieutenant commanding the gunboat *Rattler*. He has been loafing about here for a day or two and reports himself on parole. Some of my officers state that he has told them that he still commands his vessel, but that his parole requires him to keep his vessel out of the way and not to use his guns on the enemy. They say that he is on most intimate terms with James and other rebels in his vicinity, and was captured under the most suspicious circumstances. His vessel is said to be now purposely out of position without your knowledge, being at or above Joe Davis's Bend.

He has had considerable money, and is suspected of being in collusion with rebels in cotton business.

It is possible you have no confidence in him yourself, and, for aught I know, you may have him in arrest; but I have thought best,

in this friendly way, to address you, so that you may take such measures as may seem best to you in event of your not being informed.

* * * * *

With much respect and regard, I remain, your obedient servant,
 N. J. T. DANA,
Major-General.

Captain SELFRIDGE,
Commanding Division, U. S. Navy.

U. S. S. BENTON,
Fairchild's Island, October 8, 1864.

SIR: Joseph P. Green, who professes to be a deserter from the rebel Navy, was received on board this vessel this morning. He states that he has been employed on board a rebel transport at Shreveport, La., and that he left that town on the 26th of last month. He has made certain statements in regard to the recent capture of a portion of the crew of the U. S. S. *Rattler*, which I feel it my duty to submit to you. He does not make these statements from his own personal knowledge, but from what he heard from the rebel officers at Shreveport. They spoke of these matters freely; in fact, they were the subject of open and common conversation.

He says it was the subject of common remark among the rebel officers at Shreveport that an arrangement had been entered into between the commanding officer of the U. S. S. *Rattler* and a certain Colonel Harrison, of the rebel Army, that the *Rattler* should be treacherously surrendered to the rebels; that it was understood to be agreed, on the part of the commanding officer of the *Rattler*, that he should, at an appointed time, send on shore two of his boats with a considerable portion of his crew; that these boats were to be captured by the rebels, and to be used by them to board and capture the *Rattler*; that Colonel Harrison informed Lieutenant Jonathan H. Carter (late of the U. S. Navy) of these arrangements, and that Carter proceeded from Shreveport with certain of the crew of the rebel vessels *Missouri* and *Webb*, and with them captured the boats of the *Rattler*; that it was the intention of Carter to board and capture the *Rattler*, which he could easily have done, as so large a portion of her crew were absent; that after having got possession of her and her signals, Carter was to put a large force on board her and proceed down the river to attempt to capture other gunboats of this squadron, and that the whole plan was upset by the alarm that was given by an acting ensign belonging to the *Rattler*.

This man Green makes all these statements as if they were the subject of frequent and common remarks among the rebel officers at Shreveport. He gives all the particulars of the capture of the boats' crews and the boats of the *Rattler* with almost as much ease and familiarity as if he had been an eyewitness. He speaks of the disappointment of Carter at their failure, and says that the rebels calculated on doing much injury to this squadron. His principal information was derived from a Mr. Bonica, who was a chief engineer in the rebel Navy, and who was with Carter in the expedition from Shreveport for the capture of the *Rattler*.

Green was Bonica's steward and heard him and other rebel officers speak of the affair without reserve and is fully of the opinion that the captain of the *Rattler* intended to suffer his vessel to be captured.

Bonica was a resident of St. Louis, Mo.; he has lately deserted from the rebel Navy, and intends to try to reach home via Matamoras and New Orleans. In this connection, I may say that one of my engineers, Mr. Fairfowl, was acquainted with a Mr. John Bonica, formerly of St. Louis, who was a steamboat engineer. This goes somewhat to confirm the statements of the man Green. Indeed, I can not conceive any reason why he should misrepresent in this matter. All his statements are so in accordance with the facts in relation to the capture of the boats of the *Rattler*, and of many other circumstances that transpired at the time, that it is almost impossible to believe that he is telling anything but the truth. It is true that his story is merely from hearsay. Yet I shall feel it my duty to detain him on board this vessel until I shall receive your decision in regard to him. He says that he is a native and resident of Memphis.

Soon after the capture of the boats of the *Rattler*, Captain Selfridge ordered her commanding officer, Acting Master D. W. Glenney, to be placed under close arrest; but he informed me that he had afterwards released him from close arrest, merely confining him to his vessel. But since hearing the statement of this rebel deserter I have felt it my duty to again order Acting Master D. W. Glenney under close arrest, that he may neither escape nor hold communication with any other person outside of the *Rattler*.

I hope that my action in this matter may meet with your approval.

Very respectfully, your obedient servant,

WILLIAM FLYE,

Acting Volunteer Lieutenant, Commanding 5th Dist. pro tem.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron, Mound City, Ill.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting additional papers.

No. 2.] MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, November 2, 1864.

SIR: I transmit enclosed copies of the following papers in the case of Acting Master Glenney, late commanding U. S. S. *Rattler*, accidentally omitted in Captain Pennock's No. 26, of 25th ultimo, and necessary to complete the evidence in the case, viz:

(1) September 5, Acting Master Glenney's report of the capture of 20 men * on the night of the 4th instant.

(2) September 6, from same, reporting interview with rebel commanding officer and obtaining the release of these prisoners on parole.

(3) September 7, Lieutenant-Commander Selfridge, enclosing Nos. 1 and 2.

* See log of U. S. S. *Rattler*.

Acting Master Glenney is still under close arrest, waiting the action of the Department in his case, which had been sent to the Department by Captain Pennock while he was in command of this squadron.

I have the honor to be, very respectfully, your obedient servant,
S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure 1.]

U. S. S. RATTLER, *September 5, 1864.*

SIR: It is with deep regret that I make the following report: Receiving information that two Confederate officers were stopping at the house of one Mr. James, which is a short distance above this vessel, on the bank of the river, I resolved to make an effort to capture them. On the night of the 4th instant, at about 8 o'clock, an officer left the vessel in the cutter, with 22 men, and landed on the shore abreast of the vessel. Two negroes, who were left in charge of the boat, were attacked by the enemy and killed. The officer in charge of the expedition had nearly accomplished his mission, when, hearing the discharge of musketry, he immediately started back for this vessel, and suddenly fell into an ambuscade of about 600 of the enemy; my men being completely surrounded were obliged to surrender. The guns of this vessel covered the parties during the whole time, but it was not prudent to fire, as we were in danger of killing our own men. In the meantime the enemy had manned the cutter and proceeded to capture this vessel, and when alongside became intimidated and started with all speed down the river. In the meantime I had slipped cable, but it was useless to chase the boat, as it had become lost to us in the darkness. I headed slowly up the river, keeping close to the bank, and was so fortunate as to pick up my officer and 2 of the men who had escaped after they had surrendered to the enemy.

I am painfully conscious I have been the victim of negro duplicity, by trusting in their apparently truthful stories, which has been the cause of this unfortunate disaster. I have no excuse to offer in vindication of myself, and if I have erred, it has been with the intention of benefiting the good cause we are all mutually engaged in. I recovered 20 white men by the dispatch boat, who were the ones captured.

In conclusion, I would respectfully state that to-morrow I shall endeavor to recover my men, even if I am obliged to give myself a ransom for them. I should undoubtedly have been with them now if illness had not prevented my so doing.

I am, very respectfully, sir, your obedient servant,

DANIEL W. GLENNEY,
Acting Master, Commanding.

Lieutenant-Commander THOS. O. SELFRIDGE,
Commanding U. S. S. Vindicator and Fifth District.

P. S.—The 13 boxes of tobacco which I captured I shall send to Cairo by the dispatch boat.

[Enclosure 2.]

U. S. S. RATTLER, *September 6, 1864.*

SIR: In my dispatch to you of the 5th instant I gave an account of the capture of a number of my men by the enemy, under the command of one Colonel [Isaac F.] Harrison.

Yesterday I proceeded to the camp of the enemy, had an interview with the commanding officer, and procured the release on their parole of honor not to bear arms against the Confederate authorities until properly exchanged.

I am, very respectfully, sir, your obedient servant,

DANIEL W. GLENNEY,
Acting Master, Commanding.

Lieutenant-Commander THOS. O. SELFRIDGE,
Commanding U. S. S. Vindicator and Fifth District.

P. S.—I would respectfully mention that 3 Colt's navy revolvers and 17 Enfield rifles were captured.

Respectfully,

D. W. GLENNEY.

[Enclosure 3.]

U. S. S. VINDICATOR,
Fifth District, September 7, 1864.

SIR: Your surprise at the capture of the *Rattler's* men will not be greater than mine, upon Captain Glenney's presenting himself to me last evening. Surprised as much at the intelligence of the affair, as that he should leave his vessel without permission and come down to me.

Some weeks [ago] Captain Glenney went out back of St. Joseph with a party from the *Benton*, and narrowly escaped capture. When I learned of it, I told him positively that I wished him to confine himself to the vessel, and not to send parties ashore.

It would seem to me a laid plan to entrap him, the story of the negroes that there were to be officers at Mr. James's house that evening, and the improbability of there being such a large force close to the banks of the river at that time of night, without a reason. Unhappily, their plans worked very well. The party sent ashore were raw recruits, just received, and in charge only of an engineer, that escaped.

The strangest part of the story is that the enemy went off in the *Rattler's* cutter to capture her. They were only discovered when within musket range, and but for an accident would have been on board of her. Captain Glenney states that he immediately slipped, but lost sight of her and she escaped. As the night was bright starlight, it would seem to show that there must have been great confusion and excitement on the *Rattler*.

Captain Glenney, the next day, went some 20 miles in the country, unattended, to seek an interview with Colonel Harrison, who finally consented to release them on parole.

Upon after consideration I will [keep] those paroled men on the *Rattler* until I can learn if there is any immediate chance of effecting their exchange.

If not, I will send them up the first opportunity.

Very respectfully, your obedient servant,

THOS. O. SELFRIDGE,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Rear-Admiral Lee, U. S. Navy, transmitting report from Lieutenant-Commander May, U. S. Navy, with enclosures.

U. S. MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, November 18, 1864.

SIR: Referring to my No. 2 of 2d instant, I enclose a copy of a communication dated 7th instant from Lieutenant-Commander R. L. May, with enclosures as therein stated, reporting the desertion of Acting Master D. W. Glenney, late commanding the *Rattler*, and Acting Ensign E. P. Nellis, of the same vessel, on the 4th instant.

The Department's letter of the 8th instant, giving instructions as to the disposition to be made of Acting Master Glenney's case, was received on the 12th instant.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. S. BENTON,
Natchez, November 7, 1864.

SIR: There is now no doubt about the treachery of Acting Master Glenney. By the letter (marked "A") it will be seen that he and his friend Nellis escaped from the steamer *Rattler* on the 4th instant. I learn that Glenney had much influence over Nellis, who was young and romantic. I did not know of their intimacy before, or I would have had Glenney brought to the *Benton*. I ordered him in close arrest when I first came down, and Captain Willets thought he could take care of them.

I forward two letters from Glenney ("B" and "C") that present a remarkable contrast, one to an ensign of this ship (who handed it to the captain at once) and one to a lady in Rodney, which is explained in Captain Hoel's letter marked "D."

I have made a memorandum, "E," of a report from the captain of the *Brown*, which goes still further to show the perfidy of the traitor. Glenney was a seafaring man, having been mate of a ship out of New York.

On the 24th of October Mr. Nellis sent in his resignation as acting ensign, in order, as he says in his letter, to get the appointment of pilot below Vicksburg. Accompanying is a recommendation from the two pilots of the *Forest Rose*.

I am, very respectfully, your obedient servant,

R. L. MAY.

Acting Rear-Admiral S. P. LEE,
Commanding Mississippi Squadron.

[Subenclosures.]

A.

U. S. S. RATTLER,
Mississippi River, November 4, 1864.

SIR: It becomes my duty to inform you of the desertion of the executive officer of this vessel, Acting Ensign E. P. Nellis, and of the escape of Acting Master D. W. Glenney. Sentries were placed at each door of the room in which Acting Master Glenney was confined, and all precautions taken as usual.

They probably left the vessel between the hours of 11 and 12 p. m. in a skiff which was on the guard. The officer of the deck, Acting Ensign H. E. Church, reports that he was relieved by Mr. Nellis.

I am, very respectfully, your obedient servant,

N. B. WILLETS,
Acting Master, Commanding.

Lieutenant-Commander R. L. MAY,
Commanding Fifth District, Mississippi Squadron.

B.

U. S. S. RATTLER, *October 18, 1864.*

FRIEND RANDOLPH: Last evening the merchant steamer *Jos. Pierce* touched alongside of this vessel and a gentleman who claimed to be your brother visited me. On account of existing circumstances his wish could not be granted. He was kind enough to send me the following message, to wit, that a rebel deserter was on board of the *Benton*, who could swear that I had communicated with the enemy and agreed to sell my vessel to them. God is conscious that I am innocent of anything wrong, and if I have done wrong it has been from a desire to serve the good cause that we are all actually engaged in. My conscience, dear friend, is as clear as the noon-day sun, but circumstantial evidence has at times proved stronger than positive proof, and such evidence undoubtedly may be brought against me.

I now wish to receive a favor of you, and you will eventually find that I am not unmindful of it. As soon as you receive this note, answer it by first boat up, and tell me who the rebel is that you have. Whether he is an officer or private, what is his name, when did he come aboard of you, and what the story is that he tells. Please be candid with me, and you will never regret it. Let me know what Mr. Lound's sentiments are.

I am very anxious to get information as speedily as possible, as I have a lawyer already engaged, who is in direct communication with me.

The events of the last few weeks have made me nearly broken-hearted. I have been treated unjustly, but I will not complain, convinced as I am that an impartial court will honorably acquit me of any wrong.

You will excuse me for not going into details at present, but at a favorable opportunity I will tell you all. Hoping to hear from you soon, I will close.

Remaining, your friend,

DANL. W. GLENNEY, U. S. Navy,
Off Hurricane Island.

C.

U. S. S. RATTLER,
Wednesday morning—10 o'clock.

MY DEAREST COUSIN: Once more I have the pleasure of beholding the pleasant hills of your little town, but, alas, it is a mournful one, for I am still in durance vile, and with no prospect of an immediate release.

The insult that has been put upon me by the servant of an imbecile Government has sunk deep into my heart. I now live for one purpose, and that is deep, bitter revenge. I will sacrifice home, kindred, aye, my dearest friends, to accomplish my aim. Like a snake I will sting when least expected, and my name shall be a terror to every Yankee. The haunts of old ocean are too familiar to me to fear their fast cruisers, for will not my bonny barque be equally as swift? Do not reproach me, dear cousin, and abhor me for my intentions, but you wish me to be all confidence with you, or else you would not know my future intentions. There are other brave hearts that will sail under my orders who are now serving under the Federal Government. You, who are the only being that I claim as a friend, will not, I hope, despise me. Do not call me a traitor; remember that I have been true and faithful to the Federals till they wrongfully abused me, and I have protested against them forever. We have come here for the purpose of getting coal, but as there is none here, we shall proceed on to Natchez.

I shall expect to get a nice letter from you on my return.

Tear this letter up as soon as you have read it. Did you get my letter I sent by hand?

Hoping that we may meet again,

I remain, as ever, your affectionate cousin,

D.

P. S.—Excuse that bad looking blot.

[Envelope addressed "Miss Winnie Wilcox (or Wilcore), Rodney, Miss."]

D.

U. S. S. PITTSBURG,
Off Rodney, November 5, 1864.

SIR: The enclosed letter has just been handed to me by Acting Second Assistant Engineer W. H. Mitchell, of this vessel, who says it was handed to him by one of the men of the *Rattler* some ten days since, while she was lying alongside of this vessel, with the request from Captain Glenney that he (Mr. Mitchell) would send it on shore for him. Mr. Mitchell did not send it on

shore, as he knew it was contrary to orders to do so without my permission, and as he knew that I had some letters returned to Captain Glenney a few days before, which were addressed to the same person, he thought it not worth while to ask me. After the *Vindicator* passed down this p. m., from which vessel we learned of the desertion of Captain Glenney, Mr. Mitchell opened the letter and seeing the nature of its contents immediately brought it to me. The person to whom the letter is addressed is a young lady living in the town of Rodney, and as near as I have been able to learn is no relation whatever of Captain G's.

Very respectfully, your obedient servant,

W. R. HOEL,

Acting Volunteer Lieutenant, Commanding.

Lieutenant-[Commander] R. L. MAY, U. S. Navy,
Commanding Fifth District, Mississippi River.

E.

NATCHEZ, November 7, 1864.

Captain French, of the transport *Brown*, had a friend to visit him at Vicksburg (on his last trip down) who was a prisoner at some place back of Vicksburg. While confined one night in a room adjoining one occupied by rebel officers, he overheard them discussing the case of Glenney. He learned that G. was to weaken his crew by allowing his men to be taken prisoners and then to be overpowered by men from shore. He agreed to cross the rebel army or allow it to cross, for which he was to receive \$2,000 in money and 100 bales of cotton.

It is said that he has received the money but not the cotton.

Respectfully submitted.

R. L. MAY,

Lieutenant-Commander, Comdg. 5th Dist. Miss. Squadron.

Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, for court-martial or dismissal in the case of Glenney.

NAVY DEPARTMENT, November 8, 1864.

SIR: In the case of Acting Master D. W. Glenney, late commanding U. S. S. *Rattler*, reported in a letter of the 25th ultimo by Captain A. M. Pennock, commanding Mississippi Squadron (pro tem), recommending his dismissal, the Department wishes him tried by a court-martial if, in your judgment, there can be found sufficient evidence to make his guilt apparent to a court. If not, dismiss him.

Very respectfully,

GIDEON WELLES,

Secretary of the Navy.

Acting Rear-Admiral S. P. LEE,
Commanding Mississippi Squadron, Cairo, Ill.

Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, on receipt of report of the desertion of Glenney and Nellis from the U. S. S. *Rattler*.

NAVY DEPARTMENT, *November 26, 1864.*

SIR: YOUR communication of the 18th instant, reporting the desertion of Acting Master D. W. Glenney, late commanding the *Rattler*, and Acting Ensign E. P. Nellis, of the same vessel, on the 4th instant is received.

The escape of these officers required further examination and investigation and exemplary punishment to the guilty who connived at it.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral S. P. LEE,
Commanding Mississippi Squadron, Cairo, Ill.

Letter from Lieutenant-Commander Selfridge, U. S. Navy, to Major-General Canby, U. S. Army, regarding the exchange of the captured and paroled boat's crew of the U. S. S. *Rattler*.

U. S. S. VINDICATOR,
Natchez, September 14, 1864.

GENERAL: One of the gunboats of this division, the *Rattler*, was so unfortunate as to have 18 of her crew captured by a portion of Harrison's cavalry some nights since. The commander landed his men in disobedience of orders and fell into an ambushade laid for him by the rebels. The men were paroled, and are now on board the *Rattler*. Rather than send them to Cairo, I would like very much to exchange them. General Brayman tells me he is constantly picking up prisoners, and with your permission he would turn over to me a sufficient number to effect the exchange. If this is agreeable to your wishes, upon hearing from you I will communicate with Colonel Harrison and endeavor to effect this specific exchange.

Very respectfully, your obedient servant,

THOS. O. SELFRIDGE,
Lieutenant-Commander, Comdg. Fifth District, Miss. Squadron.

Major-General E. R. S. CANBY,
Comdg. Military Division of West Miss., New Orleans.

Letter from Messrs. Lynn and Beatty to Lieutenant-Commander Phelps, U. S. Navy, making a statement regarding the treachery of Glenney.

GOODRICH'S LANDING, LA., *October 27, 1864.*

SIR: I feel it my duty to make you the following statement: I am a U. S. citizen; was captured some four months since near this place by the rebel troops under Colonel Harrison, and, after some delay, was sent to Alexandria, La., to await some disposition, which came by forwarding me through the lines by the last exchange of prisoners made between Colonel Dwight and Colonel Szymanski. During my stay in guard house in Alexandria became acquainted with the following facts (from various sources and from the frequent canvassing

of the matter in the room adjoining me, being occupied by Major A. W. McKee, being guarded by a rebel corporal and sergeant). Our acquaintance, Colonel Moffit, from Shreveport, corroborated our information, and since arriving in our own lines we find the intelligence gained on the rebel side fully identified by parties on this side. We know that such a matter was contemplated, and hence watched our opportunity to give information on the subject. The rebels, under Generals Walker, Taylor, and Polignac, about two months since, attempted to cross a force of nearly 7,000 men and 2,600 head of cattle to the other side of the river. (The cattle they crossed by making them swim.) To enable them to work with dispatch, they commenced negotiating with a U. S. commander of a gunboat there, lying at or near Mr. Joshua James's residence, Carthage Bayou, La. The commander came upon terms for performing his services, for what I understand he has received his pay (my authority being from the C. S. officer canvassing the matter). Said commander was to deliver up his boat to the Confederate officers by a certain strategy to cover any suspicion should his maneuver fail, and in view of the negotiations the Confederate authorities have conveyed to the spot the entire crew of the C. S. gunboat *Missouri*, they lying at Shreveport to have them in readiness to take charge of the abandoned U. S. boat. (From our men in prison at Shreveport we learn that the crew of the C. S. gunboat *Missouri* did leave Shreveport about that time, and one of their number came back badly wounded.) We learned that the U. S. commander arranged with the C. S. commander to go ashore with his entire crew of officers under pretense of capturing Captain James, and while under the expedition the C. S. forces would capture the boats with only a negro sailor each for a guard, and they would immediately proceed to the U. S. boat, then without officers, and unsuspecting, proceed to the capture. We learn that after visiting the house of Mr. James they went forth to a frolic or dance, but one or more of the officers, not thinking all was right, unknown to the balance, proceeded to his boat and immediately gained his vessel, communicating his distrust and clearing the ship for action only in time to frustrate being taken by the other two boats now manned by C. S. sailors, who proceeded near the vessel, but did not proceed to attack, seeing demonstrations for a blind reception. After the C. S. sailors returned ashore, they proceeded to capture and parole the entire crew then ashore. During the taking of the two boats by C. S. sailors from guards, we understand they killed the guards, but they, in their resistance, severely wounded the commanding officer of the *Missouri* crew. The delay in the negotiations and the subsequent failure of the plan made it impracticable for the C. S. troops to cross in large numbers, hence but few crossed. Being but a private citizen, and not knowing that this will even be read by you, yet I think, from the matter mentioned, should such a case of traitors exist, your superior facilities of comparing notes will enable you to bring such a party to justice, should he be guilty of betraying the country.

Very respectfully,

M. N. LYNN.
L. BEATTY.

Lieutenant-Commander PHELPS, U. S. Navy,
New Orleans, La.
Address, Louisville, Ky., care of Tate Bro. & Co.

[Endorsement.]

VICKSBURG, *October 27, 1864.*

This letter is just received by me. I believe the statement. About the time alluded to, my suspicions were aroused regarding the commander of the gunboat *Rattler*, and I communicated them to Lieutenant-Commander T. O. Selfridge, commanding the division, who investigated the case and assigned a new commander, but he was not convinced that any treason existed. I do not remember the name of the commander of the *Rattler*, nor do I know where he is now. He was paroled in the way named at the James place.

N. J. T. DANA,
Major-General.

Letter from General Smith, C. S. Army, to Major-General Buckner, C. S. Army, transmitting information of Glenney's proposition to deliver his boat to Colonel Harrison, C. S. Army, for a consideration.

HEADQUARTERS TRANS-MISSISSIPPI DEPARTMENT,
Shreveport, August 13, 1864.

GENERAL: I am directed by General Smith to enclose to you for your information the accompanying letter to Colonel Isaac F. Harrison. It relates to a proposition made by a Captain Glenney, of one of the enemy's gunboats, No. 1, to deliver up the boat to Colonel Harrison for a consideration. Should Colonel Harrison succeed in getting possession of the boat and signals, it will have an important bearing upon the crossing of troops. The proposition comes through a planter (Briscoe) living on the river near St. Joseph, whose letter to Colonel Harrison has been placed before General Smith. This planter is satisfied that the boat can be secured for a consideration. If successful in capturing one, others may be taken. Secrecy and dispatch are requisite for success.

I have the honor to be, very respectfully, etc.,

GUY M. BRYAN,
Assistant Adjutant-General.

Major-General S. B. BUCKNER,
Commanding District of West Louisiana.

[Enclosure.]

HEADQUARTERS TRANS-MISSISSIPPI DEPARTMENT,
Shreveport, August 13, 1864.

COLONEL: I am directed by General Smith to say to you that he has conversed with General Wigfall in relation to the subject treated of in the letter of Mr. Briscoe to you, of the 4th instant, which General Wigfall had shown to him. He directs that you see the captain of the boat and have an understanding with him; that the captain of the Navy in command here is temporarily absent. As soon as he returns provision will be made to send officers and part of the crew of the *Missouri*. In the meantime, however, if you find that you can get men in your command or elsewhere competent and in sufficient numbers to answer your purposes, you need not wait the arrival of the men from here. You must be the judge of your course of action under the circumstances. You will communicate promptly what transpires to these headquarters. You are authorized to make terms

with the captain, which he will carry out to the extent of his means and ability. The boat had better go down the river, as he learns there is 16 feet at the mouth of Red River.

Respectfully, etc.,

GUY M. BRYAN,
Major and Assistant Adjutant-General.

Colonel I. F. HARRISON.

Report of Acting Volunteer Lieutenant Lord, U. S. Navy, commanding U. S. S. Chillicothe, desiring the services of a Mississippi River pilot.

U. S. S. CHILLICOTHE,
Off Fort Adams, Miss., September 5, 1864.

SIR: I would most respectfully ask that a Mississippi pilot may be transferred to this vessel. Mr. Edward T. Thompson is a Red River pilot, now doing duty as second-class pilot, and not acquainted with the Mississippi River. In case I should be ordered above this point, I should be obliged to wait until a steamer came up the river or run the risk in using him.

I remain, very respectfully, your obedient servant,
GEO. P. LORD,
Acting Volunteer Lieutenant, Commanding.

Rear-Admiral D. D. PORTER,
Commanding U. S. Mississippi Squadron, Mound City, Ill.

Report of Rear-Admiral Porter, U. S. Navy, desiring instructions regarding Treasury permits in Red River.

PERTH AMBOY, *September 5, 1864.*

SIR: I enclose herewith an order or permit [of December 14, 1863], or rather a copy of the original, presented to me at Alexandria. There are other permits of a like kind that have been given to different parties, and though strictly in accordance with some of the Treasury regulations, they are calculated to have a bad effect on the war operations. Red River is now closed by a sand bar, but when it opens, there will be numerous applications made to enter in search of cotton. As I do not wish to bring myself in conflict with such high authority, I beg leave to ask your instructions in the matter.

I have the honor to be, very respectfully, yours, etc.,
DAVID D. PORTER,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy.

[Endorsement.]

No similar permit has been given, and this has a condition annexed and was given for a definite purpose, which failed of accomplishment. Consequently the paper, or any purporting to be like it, is of no validity or to be registered.

Letter from William C. Hanford, esq., to Rear-Admiral Porter, U. S. Navy, transmitting drawing of torpedo catcher.

BROOKLYN, September 5, 1864.

SIR: I hereby enclose you the drawings, etc., of my torpedo catcher I promised to send you on Saturday.

I have been urging on the Department for the last two months the utility of having me send a number of them to the commanding officer of every squadron, but from some cause or other they have not as yet given me the orders to send them.

You will see at a glance by the drawings how simple my catcher is, easy to be adjusted, and as easily taken apart. But four bolts hold it together, and it requires but five or ten minutes' time to set it or take it apart and stow it away.

The advantages I claim for it are these:

First of all, it is very light, durable, and cheap, and, being built as you may say of the same shape as the bow of a vessel, they retard the progress of a vessel but little, if any.

Second. It presents but little surface to the water and not enough for an explosion to injure them, and the manner in which they are connected to the vessel by pintles only leaves no doubt that no injury can follow, however great the explosion may be, as, if a heavy explosion occurs, the catcher is immediately disconnected from the vessel or extension pieces, and no shock, however slight, will happen to the vessel.

Third. It can be made to extend any distance ahead of the vessel, but, in my opinion, 40 feet is all that is necessary under any circumstances whatever.

Fourth. The teeth of the catcher can be regulated to 5 feet below the draft of water of the vessel by means of a small iron wedge that slips alongside of each tooth. (I make the teeth 5 feet longer than the draft of water of the vessel.) The teeth are well braced from the underside of the catcher by means of an eye brace, thereby causing no delay in shipping and unshipping it.

Fifth. Torpedoes floating or anchored, it is bound to explode and trip.

Torpedoes laid in line and connected by means of the extra bar over the nose of the triangle, they are not allowed to come alongside even do they not explode.

Torpedoes worked by electricity from shore, it will trip and destroy the connections by means of extra long teeth that every catcher will be provided with.

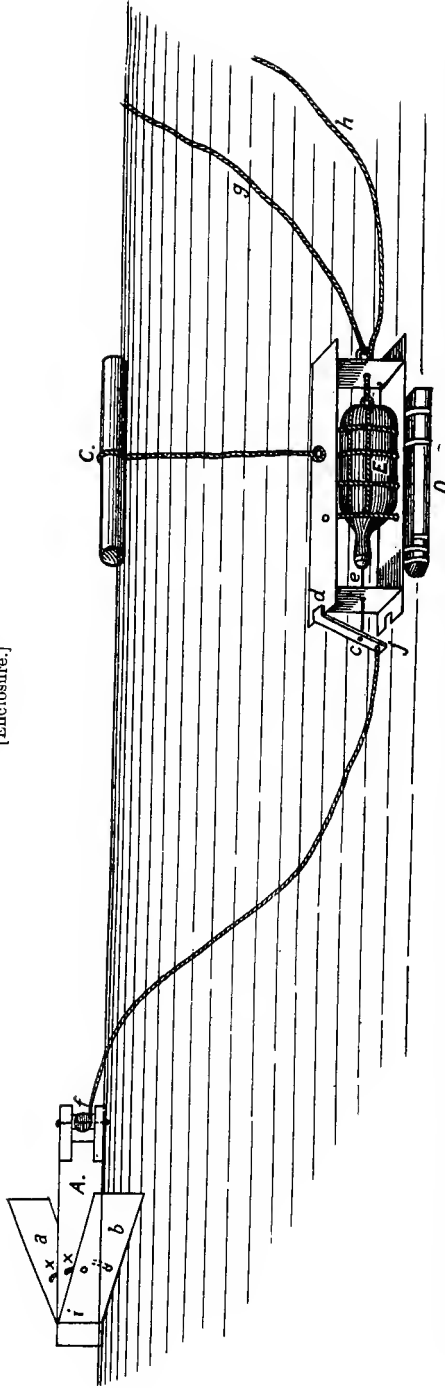
Every catcher will be supplied with spare teeth, so that in case any of them being broken, they can be very readily replaced.

The ironwork is all made of the best wrought iron. (I think it better than cast, as they will bend and not break.) The framework is made out of white pine, so as to be as light as possible.

You can judge for yourself, admiral, from the drawings, without my going into any further details in regard to it, and will see at a glance the utility of my invention. Had the *Tecumseh* one of these she would never have been destroyed by a torpedo.

I should like very much, admiral, to furnish you with ten or fifteen of these for the use of your squadron on the Mississippi

[Enclosure.]



a and *b* two pieces of flat board hinged at *i*, that float one under and one over *A* until the line between *f* and *j* lays across a vessel's chain, when *a* and *b* spread out and by the force of the current pull the friction primer *e* and explode the torpedo. *E* is the torpedo within a box. *D*, a weight to keep it right side up. *C* is a buoy to keep it a certain distance below water, and *g* and *h* other buoys. *J* is the line *f* on a reel made fast with a very fine stop that breaks with the least strain and allows *A* to go down on one side of the vessel while the torpedo goes down the other. *c* works on a hinge at *d*. *a* and *b* are attached by *x x* to prevent their spreading beyond a certain angle.

River. I will furnish them delivered at Cairo in three weeks' time at \$1,200 apiece, and if one of your vessels is saved by means of them, it will pay for the whole lot. I would like a reply from you as soon as possible as to whether you receive my drawings and what your opinion of the catcher is.

The connection to the vessel is only by means of a pintle crane that the eye of the extension piece slips over. When the catcher is not wanted for an hour or so, it can be triced up over the bow and out of the way at once.

I would (if it meets your approbation) request an order from you for the number you want, and the draft of water, about, you would want them built for, and where you want me to deliver them. Please address me for the present at Brooklyn, N. Y.

I am, sir, very respectfully, your obedient servant,

WM. C. HANFORD,
Brooklyn, N. Y.

Rear-Admiral D. D. PORTER,
[Perth] *Amboy, N. J.*

Report of Fleet Captain Pennock, U. S. Navy, regarding orders issued to certain commanding officers.

MISSISSIPPI SQUADRON,
Flagship Black Hawk, September 8, 1864.

SIR: I have the honor to enclose herewith a communication from Lieutenant-Commander Selfridge. The coal he speaks of has been sent to him.

Acting Volunteer Lieutenant Flye having recovered his health, took command of the *Benton*, and Captain Selfridge ordered Acting Volunteer Lieutenant Hill to take the command of the *Forest Rose* upon the return of Acting Volunteer Lieutenant Gould. I ordered him to the *Forest Rose*, and ordered Acting Volunteer Lieutenant Hill to command the *Tyler*, as I thought his services were needed in the White River district.

Very respectfully,
A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Rear-Admiral D. D. PORTER, U. S. Navy.

Report of Lieutenant-Commander Fitch, U. S. Navy, requesting a hospital boat for Ninth and Tenth districts.

U. S. S. MOOSE,
Evansville, Ind., September 8, 1864.

SIR: I would respectfully request that there be a good roomy barge fitted up as a hospital boat and sent to Smithland for the use of the Ninth and Tenth districts this fall and winter. All the boats in my district have now their full complement of men, and when we are constantly moving, as we shall be from now on, there are no suitable places for the sick. Frequently it occurs that it is impossible for us to get the sick to Cairo or Memphis in consequence of the Ohio being blocked with ice. It would therefore be a great benefit to have a hospital barge close at hand.

I can furnish the nurses from contrabands, but will require one more acting assistant surgeon to take charge of it.

If workmen are scarce, I can fit it up with what carpenters I have in the division, if the barge and material is furnished from the station at Mound City.

I hope that you will duly consider this matter, as I think it would greatly promote the efficiency of the two districts.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant-Commander, Comdg. 10th Dist. Miss. Squadron.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Mound City, Ill.

[Endorsement.]

Empty barge ordered to be sent up, to be fitted by Captain Fitch's own carpenters.

September 11, 1864.

Stations of vessels in the Mississippi Squadron, Rear-Admiral David D. Porter, commanding, September 9, 1864.

Vessels.	Commander.	Where stationed.
Argosy.....	Actg. Master John C. Morong.....	Donaldsonville.
Abraham.....	Actg. Ensign Wm. Wagner.....	Cairo.
Alexandria.....	Actg. Master D. P. Rosenmiller.....	Donaldsonville.
Avenger.....	Actg. Vol. Lieut. Chas. A. Wright.....	Morganza.
Black Hawk.....	Lieut. Commander K. R. Breese.....	Cairo.
Benton.....	Lieut. Commander Jas. A. Greer.....	Grand Gulf.
Brilliant.....	Actg. Vol. Lieut. Chas. G. Perkins.....	Cumberland River.
Brown.....	First-class Pilot J. A. French.....	Tow Boat.
Chillicothe.....	Actg. Vol. Lieut. Geo. P. Lord.....	Fort Adams.
Choctaw.....	Lieut. Commander F. M. Ramsay.....	Red River.
Carondelet.....	Lieut. Commander John G. Mitchell.....	Between Memphis and Columbus.
Cricket.....	Actg. Master M. J. Cronin.....	White River.
Champion.....	Actg. Ensign Thomas Dwyne.....	Fort Adams.
Curlew.....	Actg. Ensign H. B. O'Neill.....	Grand Gulf.
Chickasaw.....		Transferred to West Gulf Blockading Squadron.
Exchange.....	Actg. Vol. Lieut. Jas. C. Gipson.....	White River.
Essex.....	Commander Robt. Townsend.....	Memphis, repairing.
Elfin.....	Actg. Master A. F. Thompson.....	Tennessee River.
Forest Rose.....	Actg. Vol. Lieut. A. N. Gould.....	Between Natchez and Vicksburg.
Fairplay.....	Actg. Master G. J. Groves.....	Cumberland River.
Fawn.....	Actg. Master John R. Grace.....	Arkansas River.
Fort Hindman.....	Actg. Vol. Lieut. John Pearce.....	Between Morganza and Fort Adams.
Fairy.....		Cairo, Ill.
General Price.....	Actg. Vol. Lieut. W. R. Wells.....	Below Donaldsonville.
General Bragg.....	Actg. Vol. Lieut. C. Dominy.....	Morganza.
Great Western.....	Actg. Vol. Lieut. John Scott.....	Receiving ship, Cairo.
General Lyon.....	Pilot R. E. Birch.....	Dispatch boat.
General Pillow.....	Actg. Ensign F. W. Halsted.....	Guard boat, Cairo.
Gazelle.....	Actg. Master Chas. Thatcher.....	Red River.
Grampus.....	Actg. Master Benj. Sebastian.....	Receiving ship, Cincinnati.
Hastings.....	Actg. Vol. Lieut. J. S. Watson.....	Below Memphis.
Huntress.....	Actg. Master J. S. Dennis.....	Between Memphis and Columbus.
Judge Torrence.....	Actg. Master Jeremiah Irwin.....	Natchez (ordnance boat).
Juliet.....	Actg. Vol. Lieut. T. B. Gregory.....	Cairo, under orders for White River.
Key West.....	Actg. Vol. Lieut. E. M. King.....	Tennessee River.
Kenwood.....	Actg. Vol. Lieut. John Swaney.....	Baton Rouge.
Kickapoo.....	Actg. Vol. Lieut. D. C. Woods.....	Mouth Red River.
Lafayette.....	Lieut. Commander J. P. Foster.....	Bayou Sara.
Louisville.....	Lieut. Commander E. K. Owen.....	Skipwith's Landing.
Lexington.....	Lieut. Geo. M. Bache.....	Above Fort Adams.

Stations of vessels in the Mississippi Squadron, etc.—Continued.

Vessels.	Commander.	Where stationed.
Little Rebel.....	Actg. Ensign J. B. Pettey.....	Cairo, repairing.
Mound City.....	Actg. Vol. Lieut. A. R. Langthorne.....	Carthage.
Marmora.....	Actg. Master Thomas Gibson.....	Above Vicksburg.
Moose.....	Lieut. Commander Le Roy Fitch.....	Cumberland River.
Naiad.....	Actg. Master Henry T. Keene.....	Below Fort Adams.
New Era.....	Actg. Master A. C. Sears.....	Island [No.] 10.
New National.....	Pilot A. M. Grant.....	Dispatch boat.
Naumkeag.....	Actg. Vol. Lieut. John Rogers.....	White River.
Neosho.....	Actg. Vol. Lieut. Saml. Howard.....	Do.
Nymph.....	Actg. Master Patrick Donnelly.....	Below Morganza.
Milwaukee.....	Actg. Vol. Lieut. J. W. Magune.....	Cairo, under orders for Gaines Landing.
Osage.....	Actg. Vol. Lieut. Geo. W. Rogers.....	Fort Pillow.
Ouachita.....	Lieut. Commander Byron Wilson.....	Red River.
Ozark.....	Actg. Vol. Lieut. Geo. W. Brown.....	Do.
Pittsburg.....	Actg. Vol. Lieut. W. R. Hoel.....	Grand Gulf.
Prairie Bird.....	Actg. Master Thomas Burns.....	Mouth Yazoo River.
Paw Paw.....	Actg. Master M. V. B. Haines.....	Tennessee River.
Peosta.....	Actg. Vol. Lieut. Thos. E. Smith.....	Do.
Peri.....	Actg. Master T. M. Farrell.....	Red River.
Romeo.....	Actg. Master Thos. Baldwin.....	Mouth Arkansas River.
Rattler.....	Actg. Vol. Lieut. Jas. Laning.....	Carthage.
Red Rover.....	Actg. Ensign Chas. King.....	Hospital boat.
Robb.....		Cairo, repairing.
Reindeer.....	Actg. Vol. Lieut. H. A. Glassford.....	Ohio River.
Springfield.....	Actg. Master Jos. Watson.....	Cumberland River.
St. Clair.....		Mound City, repairing.
Silver Lake.....	Actg. Master J. C. Coyle.....	Ohio River.
Silver Cloud.....	Actg. Master Wm. Ferguson.....	Memphis, Tenn.
Samson.....	Actg. Chief Engineer C. H. Christopher.....	Blacksmith shop, Red River.
Siren.....	Actg. Master Jas. Fitzpatrick.....	Mound City, under orders for White River.
Sihyl.....	Actg. Vol. Lieut. H. H. Gorringe.....	Mound City.
Tuscumbia.....	Lieut. Commander Jas. W. Shirk.....	Cairo.
Tyler.....	Actg. Vol. Lieut. F. S. Hill.....	Mouth White River.
Tawah.....	Actg. Vol. Lieut. Jason Goudy.....	Tennessee River.
Tensas.....	Actg. Ensign E. C. Van Pelt.....	Cairo.
Undine.....	Actg. Master J. L. Bryant.....	Tennessee River.
Victory.....	Actg. Master Frederick Read.....	Ohio River.
Vindicator.....	Lieut. Commander Thos. O. Selfridge.....	Natchez.
Winnebago.....		Transferred to West Gul Blockading Squadron.

Report of Lieutenant-Commander Phelps, U. S. Navy, desiring a commanding officer for the U. S. S. Lexington.

U. S. S. HASTINGS,
Memphis, September 10, 1864.

SIR: It is essential that some efficient officer should be ordered to the *Lexington* without delay. Will you please inform me by return mail (addressed to me at Memphis, care of Captain Pattison, etc.), whether there is an officer at your disposition whom you can send down by the *New National*? If there is none such, I shall regard it as incumbent on me to send the executive officer of this vessel to take charge until Captain Bache's return; but it would be better that an officer should be sent who is regularly ordered to her. Her executive officer is a simple, well-meaning man, wholly unable to exercise command at any time.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander.

Captain A. M. PENNOCK, U. S. Navy,
Fleet Captain and Commandant Station, Mound City, Ill.

Report of Rear-Admiral Porter, U. S. Navy, responding to Department's enquiry regarding the disposition of prize steamer Volunteer.

PERTH AMBOY, September 11, 1864.

SIR: In answer to your communication of August 27, I beg leave to inform you that the prize steamer *Volunteer* was taken into service, and, as you will see by my endorsement on the papers now in the Department, \$25,000 deposited, etc., and subject to the order of the claimants, as you will see by the order of the court. The *Volunteer* is a fine steamer, worth \$50,000, and was seized for a most flagrant violation of law. She should have been condemned, and would have been had we employed at that time any one to look out for our interests. She has been in Government employ now about six or eight months.

The following is an extract from a letter of Captain Pennock, dated September 2 instant.

On the 20th February last you wrote to the Department that the prize steamer *Volunteer* had been seized for illicit trading, etc., and requested that she might be taken into the service. At the same time you forwarded a report of the appraisement. After your departure from here for the lower river, Mr. Boggs received notice from Mr. Lenthall that \$25,000 would be sent him for the payment of the *Volunteer*. I immediately wrote Mr. Lenthall that she was not a purchased vessel, but a captured one, and was taken into the service under an act of Congress authorizing the Secretary to do so, upon depositing with the court the amount of appraisement. I received no reply from Mr. Lenthall, but understood from Mr. Boggs that he was directed to appropriate the money to some other purpose. Some time after, Marshal Phillips informed me that unless the amount of the appraisement was deposited with the court we should lose the steamer in case she was not condemned. He wrote to the Secretary of the Navy upon the subject and has since informed me that the money had been deposited in accordance with the law, and that the *Volunteer* was the property of the Government. The boat is in good condition having constantly been kept in thorough repair.

She is a valuable vessel to the squadron, being of light draft and of good carrying capacity. She is armed for the present with three 12-pounder howitzers.

I was down the river when the above operations in the case of the *Volunteer* took place.

I have the honor to be, very respectfully, your obedient servant,
 DAVID D. PORTER,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

General report of Fleet Captain Pennock, U. S. Navy, sent for the information of Rear-Admiral Porter while absent on leave.

OFFICE MISSISSIPPI SQUADRON,
 Mound City, Ill., September 11, 1864.

MY DEAR ADMIRAL: Your letter of the 6th has been received, and I am rejoiced to hear that you intend returning so soon. All the estimates, made out in schedule form, with the exception of the Memphis hospital, are ready for your signature, and would have

been sent to-day, had you not directed me not to send you any more public documents.

Men continue to come in freely. The *Brown* left yesterday with 200 men for Foster's district, and I hope these, with what I have already sent him, will fill up his vessels. Ramsay will go down with the *Volunteer* to-morrow with 250 men for his district (Third), and I will send another draft on the 15th by the dispatch boat for the Fourth and Fifth. Fitch writes me that he has recruited men enough for his district, and Shirk's is nearly full. The *Fairy* and *Sibyl* are full, and the *Black Hawk* has nearly her complement.

Bache left here a day or two ago on leave from the Department, and Phelps has been unconditionally detached. He has not come up yet. This leaves us without a district commander from Memphis to Vicksburg.

I am still very much troubled from want of calkers and carpenters. Some who were sent from Cincinnati and Chicago, and received government transportation, on their arrival here have refused to go to work, stating that the laws of their society would not permit them to do so. I have ordered all such to be arrested, and as soon as the ringleaders of the party who dissuade the men from going to work can be found, I will arrest them also.

Dunn received a draft on Nashville and one on Memphis, the amount of both being about one-half what he needs to pay the squadron. He has gone to Nashville to draw his money and will pay off the two upper districts.

The *Juliet* and *Siren* will probably leave this week. We are in want of 24-pounders, but Breese will help me out with these two vessels. They will go down with full crews.

Ramsay requests that all the vessels belonging to his district, as shown by your printed list, may be ordered there. I told him I would refer the matter to you.

In one of your letters you directed me to send the *Louisville* back to her station. As she has never been off her beat, it occurred to me that you might mean the *Neosho*. I directed Bache, in accordance with your instructions, to send the *Neosho* to her station as soon as she could be dispensed with.

The *Milwaukee* is waiting your orders to go below. A medical survey has been ordered on Lieutenant [C. H.] Humphrey, and if he is condemned it will leave us but one marine officer.

Some fifteen marines have been ordered to be discharged from the *Black Hawk*, and there are many to be discharged from the station. I think this station ought to be supplied, even if they had to be taken from New York, Philadelphia, and other eastern stations, as we have the enemy near us and are surrounded by those who wish us anything but well.

The recruiting business in St. Louis proved a flash in the pan. After all the representations made we shipped but 2 men.

* * * * *

Sincerely, your friend,

A. M. PENNOCK.

Rear-Admiral D. D. PORTER, U. S. Navy,
Perth Amboy, N. J.

Order of Fleet Captain Pennock, U. S. Navy, to Acting Master Cronin, U. S. Navy, commanding U. S. S. Cricket, regarding accident to that vessel.

MOUND CITY, September 12, 1864.

SIR: Your communication of the 27th ultimo, giving an account of the accident to your vessel, whereby an officer and 2 men were lost, has been received.

Please inform me the names and rank of the officer and men lost on this occasion.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Acting Master M. J. CRONIN,
Commanding U. S. S. Cricket.

[Telegram.]

CAIRO, September 12, 1864.

SIR: Please send the steamer *Benefit* to dry docks.

WM. L. HAMBLETON.

Captain A. M. PENNOCK,
Mound City.

Report of Lieutenant-Commander Phelps, U. S. Navy, regarding his withdrawal from the squadron and giving disposition of vessels of his district.

OFFICE MISSISSIPPI SQUADRON,
Mound City, Ill., September 12, 1864.

SIR: Having been detached from this squadron, I have the honor to report that I have left the Seventh District with everything quiet throughout its extent.

The vessels are disposed as follows: The *Tyler* at Memphis, getting up new chimneys and repairing wheelhouses; *Naumkeag* at Memphis, awaiting orders to come here for necessary repairs on the ways; *Hastings* cruising between Memphis and White River, more particularly to watch the neighborhood of Buck Island and Island [No.] 63; *Lexington* at Helena; *Neosho*, mouth of White River; *Fawn*, *Exchange*, *Cricket*, and *Silver Cloud*, cruising in White River and at present cooperating with troops. An order is at present enforced for the gunboats not to proceed above St. Charles while not occupied by our troops unless cooperating with troops below Devall's Bluff and on the line of the river. I requested Captain Townsend to look after such matters as might require attention in the district until you should give special directions.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER, U. S. Navy.
Commanding Mississippi Squadron.

Order of Fleet Captain Pennock, U. S. Navy, to Commander Townsend, U. S. Navy, to assume command of the Sixth and Seventh districts.

MOUND CITY, September 12, 1864.

SIR: You will, in addition to your other duties, assume command of the Seventh District until the return of Lieutenant Bache, and of the Sixth District until further orders.

Send the *Tyler* down to White River as soon as repaired, to relieve the *Neosho*, and send the *Neosho* up to the *Samson*, to have her boilers repaired there if possible.

If the repairs can not be made there, in consequence of the work upon the *Osage*, have it done at Memphis. The *Samson* is lying just above Helena, near where the *Osage* is aground.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Commander ROBT. TOWNSEND, U. S. Navy,
Commanding U. S. S. Essex, etc.

P. S.—Please inform me when the repairs of the *Neosho* are nearly completed.

Report of Acting Master Gibson, U. S. Navy, regarding smallpox on board the U. S. S. Marmora.

U. S. S. MARMORA,
Off Bolivar Landing, Miss., September 13, 1864.

SIR: I beg leave most respectfully to inform you that the smallpox has made its appearance on board of this vessel. I have landed the seaman on Island No. 76, doing all I possibly can for him. I feel very anxious, as I have no surgeon attached to this vessel, nor have had since the 20th of June.

I have the honor to be, very respectfully, your obedient servant,

THOS. GIBSON,
Acting Master, U. S. Navy, Commanding.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Order of the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, referring to special permit granted by the President.

NAVY DEPARTMENT, September 13, 1864.

SIR: I have received your letter of the 5th instant, enclosing a copy of permit given by the President on the 14th of December, 1863, to Hon. Samuel L. Casey to proceed with vessels up Red River and its tributaries beyond our lines and return with cargoes, and directing the military and naval commanders to afford him protection.

No similar permit has been given, and this had a condition annexed, and was given for a definite purpose which failed of accomplishment.

Consequently, the permit, or any other purporting to be like it, is of no validity and is not to be regarded.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Perth Amboy, N. J.

[Telegram.]

DECATUR, *September 13, 1864.*

Captain Morton has, at my request, telegraphed to the admiral to send a fleet of light-draft gunboats to Florence, [Ala.].

R. S. GRANGER,
Brigadier-General.

Major-General ROUSSEAU.

Report of Fleet Captain Pennock, U. S. Navy, transmitting prize lists of certain vessels of the squadron.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, September 14, 1864.

SIR: I have the honor to enclose herewith prize lists of the following vessels belonging to this squadron, viz:

U. S. S. *Pittsburg*, for the capture of cotton, etc., on the Red River expedition, March, April, and May, 1864.

U. S. S. *Chillicothe*, for the capture of cotton, etc., during the Red River expedition, March, April, and May, 1864.

U. S. S. *Louisville*, for the capture of cotton, etc., on the Red River expedition, March, April, and May, 1864.

U. S. S. *Brown*, for the capture of cotton, etc., on the Red River expedition, March, April, and May, 1864.

I have the honor to be, sir, very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Fleet Captain Pennock, U. S. Navy, to Acting Volunteer Lieutenant Gregory, U. S. Navy, commanding U. S. S. Juliet, for temporary duty in the Seventh District.

SEPTEMBER 15, 1864.

SIR: You will proceed without delay with the vessel under your command to the mouth of White River for temporary duty in the Seventh District.

On your way down the river you will stop at Memphis and report to Commander Robt. Townsend, commanding Seventh District pro tem.

Respectfully, etc.,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Acting Volunteer Lieutenant T. B. GREGORY,
Commanding Juliet.

Order of Fleet Captain Pennock, U. S. Navy, to Pilot Grant, U. S. Navy, commanding U. S. S. New National, to proceed with mails and stores for the fleet.

MOUND CITY, September 15, 1864.

SIR: You will proceed down the river, carrying the mails and stores for the fleet.

You will take convoy past dangerous places, going and coming, and should your vessel be attacked by the enemy, do not attempt to fight them, but proceed on your way, and let your convoy do the fighting.

After performing the above duty, return to this place.

Very respectfully, your obedient servant,

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

Pilot A. M. GRANT.

Commanding New National.

Report of Brigadier-General Lawler, U. S. Army, referring to co-operation of the U. S. S. Ozark.

HEADQUARTERS U. S. FORCES,
Morganza, La., September 16, 1864.

A company of my men, temporarily detailed on the gunboat *Ozark*, captured last night 5 prisoners, 4 horses, and some contrabands. A force of 75 men, sent yesterday evening to Williamsport, were attacked by a regiment of rebel cavalry and lost in killed and captured 39 men. I have dispatched Colonel E. J. Davis with a heavy force of cavalry, supported by infantry, to intercept them if possible before they cross the Atchafalaya.

M. K. LAWLER,
Brigadier-General.

Lieutenant-Colonel CHRISTENSEN,
Asst. Adjutant-General, Military Division West Mississippi.

Letter from Major-General Canby, U. S. Army, to Rear-Admiral Porter, U. S. Navy, requesting, in behalf of Admiral Farragut, two river monitors for the West Gulf Squadron.

HDQRS. MILITARY DIVISION OF WEST MISSISSIPPI,
New Orleans, La., September 20, 1864.

ADMIRAL: In the further operation in Mobile Bay and the Alabama River, two more of the river monitors will be of great service to us. Admiral Farragut, from motives of delicacy, which you will understand and appreciate, does not like to apply for them, but I have just learned from him that if you can send the monitors he will give you in exchange the monitor *Manhattan* (heavy draft) and the ram *Tennessee*, or any other vessel in his fleet that you may designate. I know that you will send them without conditions if you can spare them. and I mention this only for the reason that the monitor

and the ram can be used on the lower Mississippi, which will probably enable you to spare the river monitors. The two sent on my previous application were so well suited to the work and so effective that I am induced to ask for more.

Very respectfully, your obedient servant,

E. R. S. CANBY,
Major-General, Commanding.

Admiral D. D. PORTER,

Commanding Mississippi Squadron, Mound City, Ill.

Report of Fleet Captain Pennock, U. S. Navy, transmitting prize lists of certain vessels of the squadron.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, September 21, 1864.

SIR: I have the honor to enclose herewith prize lists of the following vessels belonging to this squadron:

U. S. S. *Brilliant*, for the capture of a lot of pig iron at Betsytown Landing, Tenn., December 16, 1863.

U. S. S. *Levington*, for the capture of the steamers *Mattie*, *R. E. Hill*, *M. Walt*, and their cargoes on the 15th day of June, 1864.

U. S. S. *Linden*, for the capture of 50 bales of cotton in Maddox Bay, White River, August 17, 1863.

U. S. S. *Kenwood*, for the capture of 14 bales of cotton on the 16th day of February, 1864.

U. S. S. *Marmora*, for the capture of 207 bales of cotton on the Yazoo expedition, February 11, 1864.

U. S. S. *Prairie Bird*, for the capture of contraband goods on the 21st of July, 1864.

I have the honor to be, sir, very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of Fleet Captain Pennock, U. S. Navy, to Commander Townsend, U. S. Navy, to assume command of the Seventh District.

MOUND CITY, September 21, 1864.

SIR: I have just received a letter from Admiral Porter in which he says, "Order Commander Townsend to proceed to White River and take command of the whole district (Seventh)." You will please comply with the order, leaving your vessel at Memphis.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Commander ROBT. TOWNSEND,

Commanding Essex, Memphis, Tenn.

Correspondence and orders in view of expected attack upon Cape Girardeau, Mo.

[Telegram.]

HEADQUARTERS,
St. Louis, September 22, 1864.

It is probable we shall have a formidable invasion of Missouri, and as Cape Girardeau is exposed and we have not force to garrison it very strongly, would ask you, if possible, to send up one or two light-draft gunboats to cruise in its vicinity till events show they are not needed.

W. S. ROSECRANS,
Major-General.

Admiral PORTER,
Mound City.

Order of Fleet Captain Pennock, U. S. Navy, to the commanding officer of the U. S. S. Fairy, to cruise in vicinity of Cape Girardeau.

MOUND CITY, *September 22, 1864.*

SIR: You will proceed as soon as possible to the vicinity of Cape Girardeau, Mississippi River, and cruise in that neighborhood until further orders. Cooperate with the army there, carry out all the general orders, run carefully, never tie up for the night, and always keep a bright lookout. Keep me constantly advised of your movements and also of those of the enemy. Be prepared at all times to repel an attack, and remain there until further orders.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

COMMANDING OFFICER U. S. S. FAIRY,
Mound City, Ill.

Order of Brigadier-General Ewing, U. S. Army, to Lieutenant-Colonel Hiller, U. S. Army, commanding at Fort Girardeau.

HEADQUARTERS ST. LOUIS DISTRICT,
St. Louis, Mo., September 22, 1864.

You will advise me whether, in your opinion, an attack in force is intended on Cape Girardeau. Against how strong a force can you hold the place with the troops, militia, and citizens now at your command? What will be the aggregate force you will have when the militia are in and [all] your outposts? Have you called in the companies at Commerce, Charleston, Dallas, St. Genevieve, Apple Creek, etc.? I do not order them called in now, but leave the time to your discretion. Have you any apprehensions for the command at New Madrid? The gunboat *Huntress* is still there, is it not? The other gunboat, I understand, is below, about Osceola. If the line goes down betwixt us, use every effort to get it up again, and communicate with me fully and promptly via Jonesborough.

THOMAS EWING, JR.,
Brigadier-General.

Lieutenant-Colonel HILLER,
Cape Girardeau.

Report of Lieutenant-Colonel Hiller, U. S. Army, regarding the probability of an attack.

CAPE GIRARDEAU, *September 22, 1864.*

From the information I get from Captain Sells and from the men from about Bloomfield, I think that there is strong probability of an attack here. The same men who gave the information of the rebels' intention to attack Bloomfield said they intended to attack Cape Girardeau. I have about 550 men for duty here, not including citizens. I sent messenger to Colonel McLane yesterday, but he has not yet reported. I expect him to-night, and will probably have 900 men here by evening. A large proportion of my men are new recruits and citizens, and the fortifications are so extensive that I can not well man them all with this force. I can hold the principal forts with the force I have against 3,000 men. With 800 or 1,000 more good men I could hold the place against a large force. The troops at St. Genevieve are not under my control. If the line gets down I will send messengers by Jonesborough and communicate with you there. The line is down between here and Madrid. The gunboat 58 [*Huntress*] is at Madrid. Captain Edwards is fully advised of the movements, and has his force ready for duty.

H. M. HILLER,
Lieutenant-Colonel.

Brigadier-General EWING.

[Telegram.]

CAPE GIRARDEAU, MO., *September 22, 1864.*

I have just made the rounds of all the forts with Colonel Fletcher, and have everything in readiness. If you could have a tinclad gunboat sent up from Cairo it would aid me materially in the defense of the town.

H. M. HILLER,
Lieutenant-Colonel.

Brigadier-General EWING.

Order of Brigadier-General Ewing, U. S. Army, to Lieutenant-Colonel Hiller, U. S. Army, regarding measures of precaution against attack.

HEADQUARTERS ST. LOUIS DISTRICT,
St. Louis, Mo., September 22, 1864.

I think you had better send over and arrange at farmhouses for relays of horses to Jonesborough to provide for the contingency of our having to use that route for telegrams. General Rosecrans does not wish Cape Girardeau reinforced from here now, lest the present movements of the rebels be mere demonstrations against it, while their real objective point be farther west. As soon as advised that there is really to be an attack in strong force against the Cape he will reinforce it. You will therefore arrange every possible precaution to keep advised of the true intent of the enemy, and to hold the Cape against whatever force may attack it until you can be reinforced

from here. If necessary, call on Cairo for help. I applied for two gunboats early this morning, and think they will certainly be sent to you if they are at Cairo. Keep out strong scouting parties, and re-occupy Bloomfield as soon as you safely can.

THOMAS EWING, JR.,
Brigadier-General.

Lieutenant-Colonel HILLER,
Cape Girardeau.

Order of Fleet Captain Pennock, U. S. Navy, to Acting Master Fitzpatrick, U. S. Navy, commanding U. S. S. Siren, to cruise in vicinity of Cape Girardeau.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, Ill., September 23, 1864.

SIR: You will proceed as soon as possible to the vicinity of Cape Girardeau, Mississippi River, and cruise in that neighborhood until further orders. Cooperate with the army there, carry out all the general orders, run carefully, never tie up to the bank for the night, and always keep a bright lookout. Keep me constantly advised of your movements and also of those of the enemy. Be prepared at all times to repel an attack. Economize your coal, and direct the commanding officer of the *Fairy*, whom you will find at Cape Girardeau, to do the same.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Acting Master JAMES FITZPATRICK,
Commanding U. S. S. [Siren].

[Telegram.]

ST. LOUIS, *September 24, 1864.*

Thanks for sending gunboat to Cape Girardeau. Shelby is coming up between Pilot Knob, [Mo.], and Cape Girardeau. His advance occupies Farmington. It is reported Price is to follow.

W. S. ROSECRANS,
Major-General.

Captain PENNOCK,
Mound City.

[Telegram.]

CAPE GIRARDEAU, [Mo.], *September 25, 1864.*

Dispatches received at 3 a. m. locate 5,000 Confederates under Shelby at Fredricktown, [Mo.]. Jackson, 10 miles west of this place, was occupied by their advance last night. Price reported advancing in large force with 17 pieces artillery in rear of Shelby. No demonstration made here.

CHAS. SWENDSON,
Acting Ensign, Commanding.

Fleet Captain A. M. PENNOCK,
Mound City.

Report of Lieutenant-Commander Fitch, U. S. Navy, giving dimensions and tonnage of the four gunboats built at Bridgeport, Ala.

U. S. S. MOOSE,
Cumberland River, September 23, 1864.

SIR: I have the honor to forward the dimensions and tonnage of the gunboats built at Bridgeport, Ala., and now in commission on the upper Tennessee River, viz:

Name.	Length.	Beam.	Hold.	Tons.
	Feet.	Feet.	Ft. in.	
General Burnside.....	171	26	4 9	201½
General Thomas.....	165	26	4 6	184
General Grant.....	173	28	4 9	204
General Sherman.....	168	26	4 6	187

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant-Commander, Comdg. 10th Dist. Miss. Squadron.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Mound City, Ill.

[Telegram.]

NASHVILLE, September 23, 1864.

Captain Howland, assistant quartermaster at Johnsonville, reports to Colonel Donaldson here, that the captain commanding the gunboat fleet requests that all the timber on the opposite side of the river be cut down; that Forrest is near Jackson, and that there are fears of an attack at Johnsonville.

L. H. ROUSSEAU,
Major-General.

Major S. HOFFMAN,
Assistant Adjutant-General.

[Telegram.]

ST. LOUIS, September 25, 1864.

ADMIRAL: While [J. B.] Devoe has been waiting here for the settlement of his accounts, in consequence of the illness of Colonel Sanderson, he has made discoveries of great importance to the Government. He proposes to leave for Cairo in obedience to his orders on Tuesday next, if he is not ordered to stay here by you. Will you allow me to use Devoe a week or two in this matter? If so, telegraph answer.

W. S. ROSECRANS,
Major-General.

Admiral D. D. PORTER,
Mound City.

[Telegram.]

HDQRS. MILITARY DIVISION OF THE MISSISSIPPI,
IN THE FIELD, NEAR ATLANTA, GA.
September 26, 1864.

I would like you to instruct the officers on the Tennessee River, both above and below the Shoals, to be most vigilant and active, especially up as high as Eastport and Waterloo. As soon as there is water enough I will reestablish the post at Eastport, so that cavalry can come across from Memphis to operate on that flank.

W. T. SHERMAN,
Major-General.

Admiral PORTER,
Cairo.

[Telegram.]

JOHNSONVILLE, TENN., *September 26, 1864—9 p. m.*

One gunboat is here. Another is expected hourly. They will be of much service in case of an attack. If there is much danger of an attack, I can draw in some of the forces on this end of the road guarding water tank and small trestles.

CHAS. R. THOMPSON,
Colonel, etc.

Major B. H. POLK,
Assistant Adjutant-General.

Report of Rear-Admiral Porter, U. S. Navy, presenting the claims of certain vessels of his command for the destruction of Confederate vessels and other property.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, Ill., September 27, 1864.

SIR: I beg leave to present to the Department the claims of the *DeKalb*, *Choctaw*, *Forest Rose*, *Linden*, and *Petrel*, vessels under my command, for the destruction of the great Weldon ram, building by the rebel Government at Yazoo City, and valued at \$1,000,000. This vessel was built of such great strength and good material that it took three days to consume her by fire.

For the rebel ironclad ram *Mobile* in the water, but not quite completed, and valued at \$100,000.

For the *Great Republic* (cotton clad), arranged for boarding purposes and sharpshooters, and valued at \$50,000.

In addition to the above, property belonging to the rebel Government to the amount of \$1,000,000 was destroyed or brought off, the latter portion since used as required in this squadron.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Porter, U. S. Navy, presenting the claims of the Mortar Flotilla for the destruction of Confederate battery Louisiana.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, Ill., September 27, 1864.

SIR: I beg leave to present to the Department the claims of the Mortar Flotilla, under my command, for the destruction of the iron-clad battery *Louisiana*, at the surrender of Forts Jackson and St. Philip.

This vessel, it is reported, cost the rebels upwards of \$1,000,000.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Telegram.]

MOUND CITY, ILL., September 28, 1864.

There is not water enough for the gunboats to go as high as Eastport, [Miss.], but they will try, and will go as high as possible. There is scant 4 feet to Johnsonville, [Tenn.], and river falling.

DAVID D. PORTER,
Rear-Admiral.

Major-General WM. T. SHERMAN,
Commanding Military Division of Mississippi, Atlanta, Ga.

[Telegram.]

HUNTSVILLE, ALA., September 28, 1864—6 a. m.

Have just received dispatch from the lieutenant at Whitesburg, dated 4.30 a. m. The enemy were crossing the river in canoes, rafts, and boats, about a mile below him; he did not know how many. A gunboat arrived there just as courier was coming away. The lieutenant has sent his force down to attack them; expect to have full particulars soon, and will inform you more particularly.

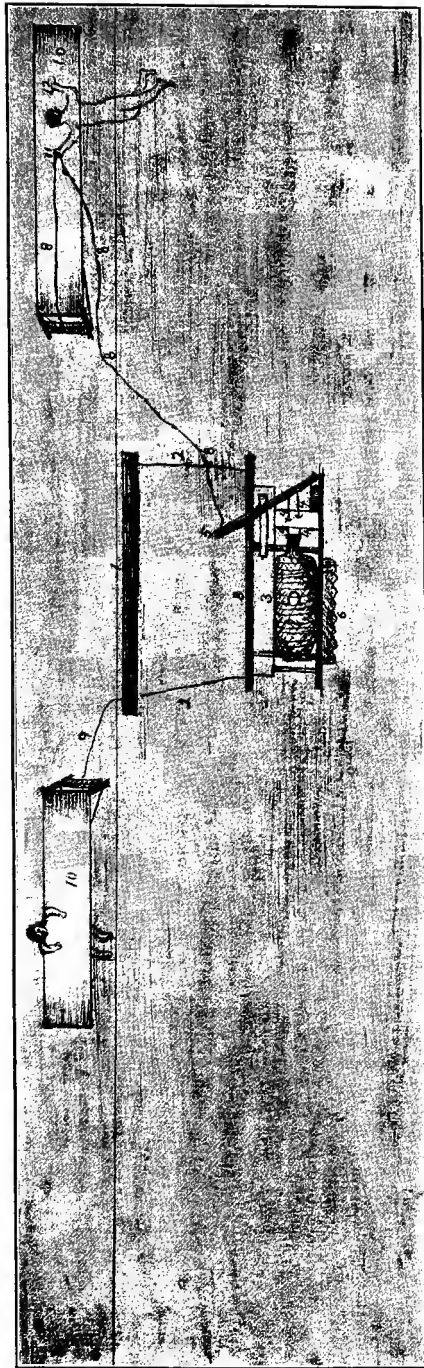
WM. P. LYON,
Colonel, Commanding.

Lieutenant SAMUEL M. KNEELAND,
Acting Assistant Adjutant-General, Decatur.

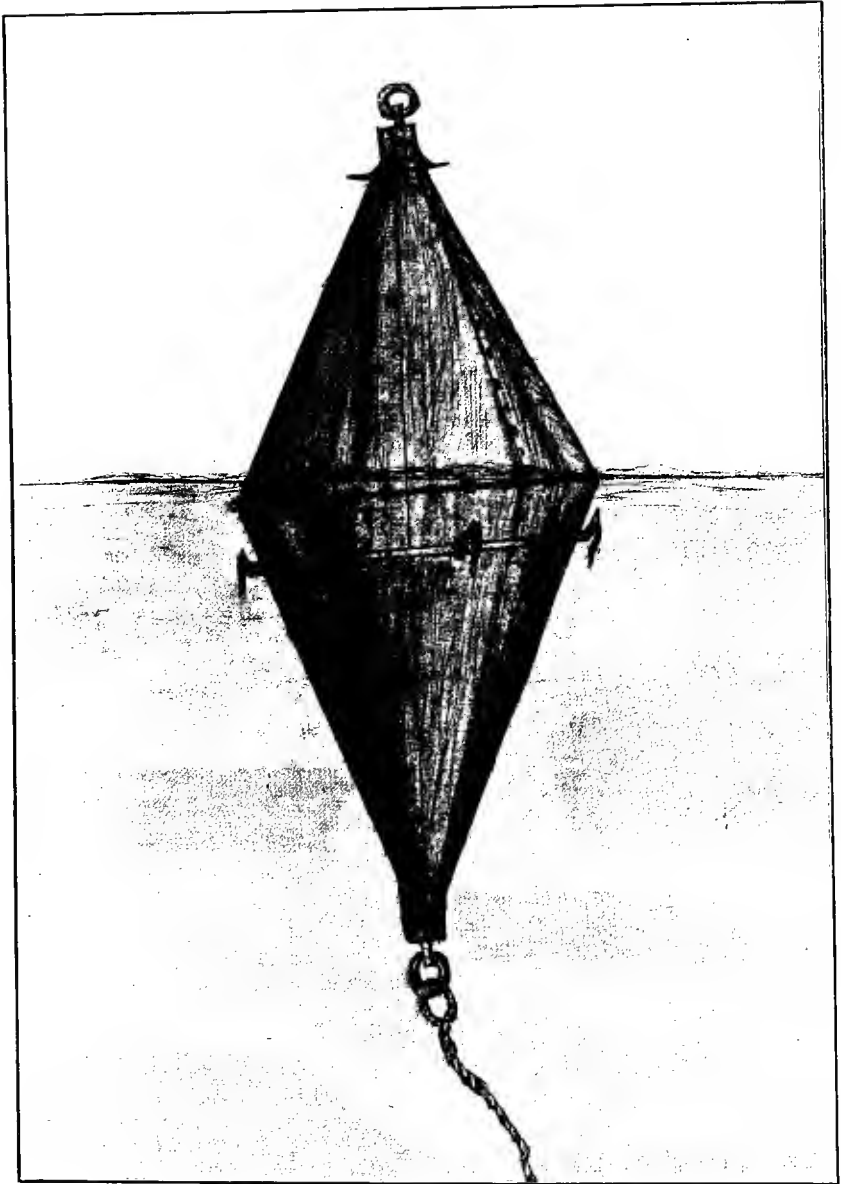
Report of Rear-Admiral Porter, U. S. Navy, regarding the destruction of wharf boat at Mound City, Ill., including property and accounts of Paymaster Dunn, U. S. Navy.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, Ill., September 28, 1864.

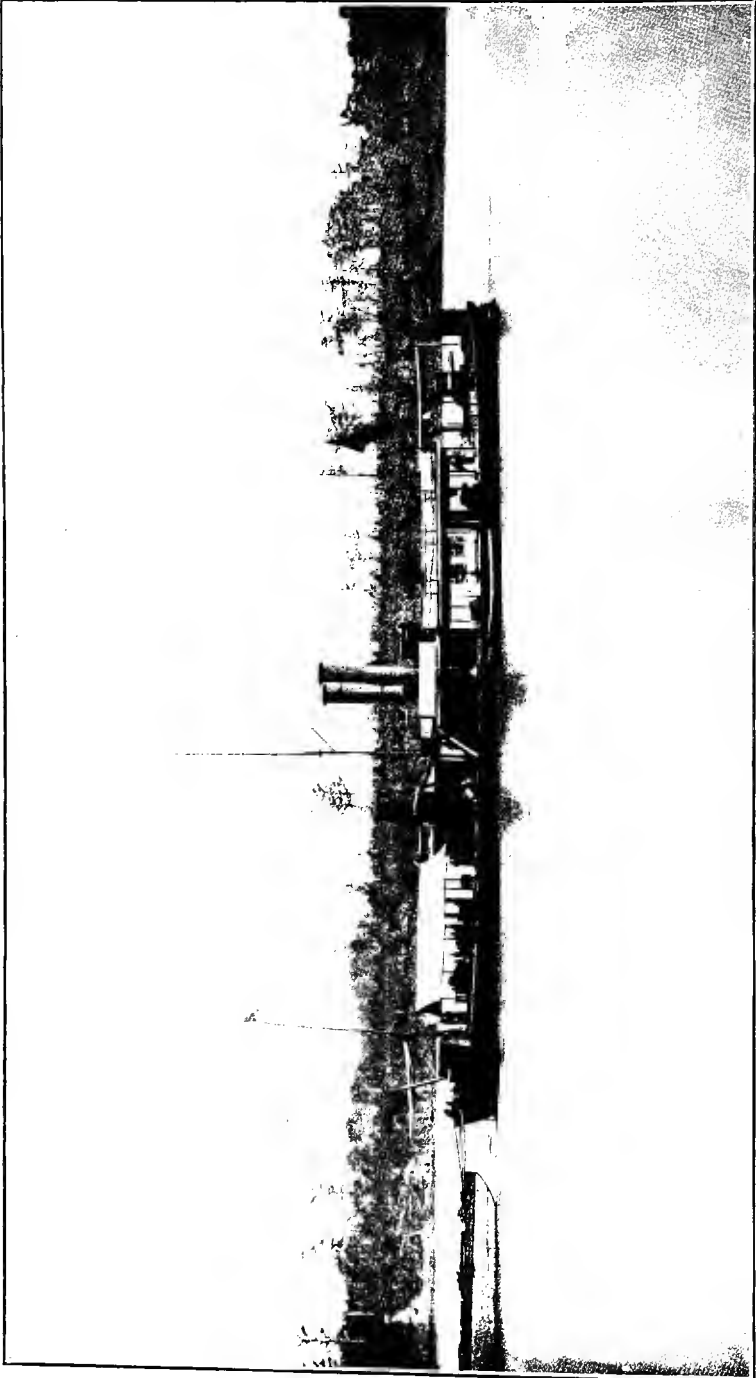
SIR: Allow me to ask your favorable attention to the case of Fleet Paymaster E. W. Dunn, as he will present it to you.



1. Piece of scantling 3 by 3 and 10 feet long. 2. Lines supporting the torpedo. 3. A slight framework to which the torpedo is secured. 4. Landyards to friction primers. 5. Lever or trigger to which landyards are made fast, secured at the bottom by a hinge, and passing through a slot in the upper part of the frame. 6. A weight to keep the torpedo steady. 7. Deadjohn containing 42 pounds of powder. 8. Trigger line. 9. Steadying or guiding line. 10. Boards about 12 feet long with a reel on the lower part, or one end containing about 60 fathoms of cotton line which the swimmers unreeled as circumstances [require] on approaching a vessel. 11. Hook through which trigger line passes. 12. Handholes for swimmer.



ANCHOR BUOY, U. S. S. OZARK.



UNITED STATES IRONCLAD STEAMER OZARK.

On the night of the 1st of June past, by the burning of the naval wharf boat at Mound City, on board which he, with others, had his office, all of his books, papers, vouchers, etc., involving heavy accounts with the Government, were destroyed by fire.

His losses were of such a character as most probably to render it necessary for him to apply to Congress for relief.

Fleet Paymaster Dunn has been with me in his present capacity from the time I took command of this fleet, and I have found him an honest, faithful, and efficient officer, and such statements as he may make in regard to his affairs will be entirely reliable.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral, Commanding Mississippi Squadron.

CHAIRMAN NAVAL COMMITTEE OF THE HOUSE.

[Copy of above written to Chairman Naval Committee of Senate.]

Report of Rear-Admiral Porter, U. S. Navy, transmitting report regarding torpedo secured by U. S. S. Ozark.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, September 28, 1864.

SIR: I have the honor to enclose herewith the draft of a torpedo picked up by Acting Volunteer Lieutenant George W. Brown, commanding the *Ozark*. I also enclose a plan of anchor buoy for catching torpedoes, invented by Captain Brown, for the information of the Department.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. S. OZARK,
Tunica Bend, September 19, 1864.

SIR: I have the honor to enclose the draft of a torpedo I picked up ahead of this vessel on the morning of the 10th instant. The plan is to swim down with it, guiding it under the vessel's bottom by the guiding and trigger lines, when it is to be pulled off by the man with the trigger line. I also enclose a plan of my anchor buoy, with hooks attached, to catch any line that may pass over it. The hooks are made something like the beard of a fishhook, so that any line will jam in them, no matter how small. The guiding line was caught on the buoy and held the torpedo about 40 yards ahead of the vessel's tow.

Very respectfully, your obedient servant,

GEO. W. BROWN,
Acting Volunteer Lieutenant, Commanding.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Ramsay, U. S. Navy, to proceed to Springfield, Ill., to give evidence regarding captures in Ouachita River.

MOUND CITY, ILL., *September 28, 1864.*

SIR: You will proceed to Springfield, Ill., and, upon your arrival there, will go before the U. S. district court and give evidence in regard to the capture of cotton by the vessels of the Mississippi Squadron in the Ouachita River.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander F. M. RAMSAY,

Comdg. U. S. S. Choctaw, Miss. Squadron, Mound City, Ill.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Ramsay, U. S. Navy, to proceed to Washington, D. C., for orders.

MOUND CITY, ILL., *September 28, 1864.*

SIR: You are hereby detached from the command of the U. S. S. *Choctaw*.

As soon as you have finished giving evidence before the U. S. district court at Springfield, Ill., you will proceed to Washington, D. C., and report to the honorable Secretary of the Navy for a command under my orders.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander F. M. RAMSAY,

Comdg. U. S. S. Choctaw, Miss. Squadron, Mound City, Ill.

General order of Rear-Admiral Porter, U. S. Navy, on withdrawal from the Mississippi Squadron.

U. S. MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, Ill., Sept. 28, 1864.

GENERAL ORDER.]

The Government has thought proper to assign me to another command.

In taking leave of the officers and men who have served with me in scenes of trial and peril, I desire to express the regret I feel at breaking up the most pleasant associations of my life, and also to assure them that I have always felt the most sincere gratification at the manner in which I have been supported throughout this extensive command. I may be attached to other squadrons, but I feel I shall never again derive such entire satisfaction as I have experienced while connected with the one I am about to relinquish.

No common events have occurred here to make me feel as I now do, for the associations are of no ordinary character that make me take the deepest interest in all those who are connected with the Mississippi Squadron; and I shall never regret when either officers or men who have served under me here shall join me in other scenes where we may be called to serve our country.

When I first assumed charge of this squadron the Mississippi was in possession of the rebels from Memphis to New Orleans, a distance of 800 miles, and over 1,000 miles of tributaries were closed against us, embracing a territory larger than some of the kingdoms of Europe. Our commerce is now successfully, if not quietly, transported on the broad Mississippi from one end to the other, and the same may almost be said with regard to its tributaries.

These results are owing to the indomitable spirit evinced by the officers and men of the Mississippi Squadron.

Although the aid that has been given to the Army by this squadron—in capturing strongholds, and its cooperation with the land forces generally—has not been properly estimated and acknowledged, history will do justice to all concerned, and you can, with pride, point to many a fortified place which would now be in the hands of the rebels but for the exertions of the Navy in these waters.

I need not say to all that I trust you will continue to keep up that discipline and vigilance which have made the Mississippi Squadron efficient, and that when a new commander takes my place he may admit there is nothing defective in this large organization.

It has been my aim and desire to bring the discipline here to the highest state of perfection, and if I may have seemed over strict to those unaccustomed to naval discipline, all will, I think, admit that I have endeavored to be just.

If I have caused those to be punished who have not done their duty, or who have been false to their trusts, I have sought every occasion to promote those who have distinguished themselves in any way, and the door to promotion has been open to any sailor in the fleet who chose to exert himself and deserve advancement. The records of the fleet will show where men who were petty officers or seamen two years ago are now lieutenants, a position which I was sixteen years in reaching after I first entered the Navy.

Again let me impress upon you the importance of vigilance and discipline. The enemy we have been fighting so persistently is now in his last dying agony, and a few months more or less will close this rebellion. Do not, by any want of vigilance on your part, give the rebels a chance for a single success over you. Remember all the general orders I have issued with regard to the proper precautions to be observed. I can trace many of the mishaps which have occurred to want of attention to orders on the part of those in command, and though I am happy to say that instances of this kind are few, I can not but regret that they have taken place, for the sake of the squadron and those concerned.

There can not, however, be any war without captures, and while I regret the brave fellows who have been killed or thrown into the hands of the enemy by inattention to orders, I console myself that

in almost all cases the flag was properly defended and the vessels seldom surrendered.

Go where I may, I shall always entertain a lively recollection of scenes on the Mississippi and its tributaries, scenes that will hereafter be chronicled by historians as they deserve to be, and those who have figured in them or performed prominent actions, will certainly be remembered by a grateful country when she is rescued from the hands of the wretched rebel traitors who desire her overthrow.

I bid you all farewell, hoping that we may meet on other fields.

Ere we die, our country will have a debt to pay to those foreign nations who have dared to hamper us while struggling in the mightiest contest the world ever saw; may we then all meet again.

DAVID D. PORTER,

Rear-Admiral, Commanding Mississippi Squadron.

N. B.—To be read to the officers and crew upon the quarter-deck of every vessel in the Mississippi Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Foster, U. S. Navy, to assume command of the Third and Fourth districts.

MOUND CITY, September 29, 1864.

SIR: You are hereby relieved from the command of the Second District Mississippi Squadron, and you will proceed without delay to the mouth of Red River and assume command of the Third and Fourth districts Mississippi Squadron.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Rear-Admiral.

Lieutenant-Commander J. P. FOSTER,

Commanding 3d and 4th. Districts Mississippi Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Cornwell, U. S. Navy, to assume command of the Second District.

MOUND CITY, September 29, 1864.

SIR: You will proceed without delay to the mouth of Red River and assume command of the U. S. S. *Choctaw* at that place, and proceed with her to Bayou Sara and assume command of the Second District, relieving Lieutenant-Commander J. P. Foster.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Rear-Admiral.

Lieutenant-Commander JOHN J. CORNWELL,

Commanding U. S. S. Choctaw and 2d Dist. Miss. Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Glassford, U. S. Navy, to proceed on special duty to Cincinnati.

MOUND CITY, September 29, 1864.

SIR: You will proceed with all dispatch to Cincinnati and deliver what may be put on board of you under charge of Mr. Heap, and return to your station the moment you accomplish the duty.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

COMMANDING OFFICER U. S. S. REINDEER.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Townsend, U. S. Navy, transferring him from the First to the Seventh District.

MOUND CITY, September 29, 1864.

SIR: You are hereby relieved of command of the First District of this squadron and will assume command of the Seventh District of the same.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander ROBT. TOWNSEND,
Commanding Essex, Mississippi Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant Forrest, U. S. Navy, to assume command of new gunboats in the upper Tennessee River.

MOUND CITY, September 29, 1864.

SIR: You will proceed to Chattanooga, Tenn., and assume command of the upper Tennessee fleet (consisting of the *General Thomas*, *General Grant*, *General Sherman*, and *General Burnside*), making either of them your flagship.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant MOREAU FORREST,
Mississippi Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Wilson, U. S. Navy, to assume command of the First District.

MOUND CITY, September 29, 1864.

SIR: You will proceed to Donaldsonville with your vessel and assume command of the First District of the Mississippi Squadron.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander BYRON WILSON,
Commanding U. S. S. Ouachita, Mississippi Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander McCauley, U. S. Navy, to assume command of the Fifth District.

MOUND CITY, September 29, 1864.

SIR: You will proceed to Natchez, Miss., and assume command of the U. S. S. *Benton*, and also of the Fifth District of the Mississippi Squadron.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander E. Y. McCAULEY,
Mississippi Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Greer, U. S. Navy, to give evidence in prize court regarding cotton from Red River.

MOUND CITY, September 29, 1864.

SIR: You will proceed to Springfield, Ill., and upon your arrival there will go before the United States district court and give evidence in regard to the capture of cotton by the vessels of the Mississippi Squadron on the Red River expedition.

After performing the above duty return to this place and report to Captain Pennock.

Very respectfully, etc..

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander JAMES A. GREER,
Mound City, Ill.

[Telegram.]

NAVY DEPARTMENT, September 30, 1864.

When may we expect you? Southern concern is going under. Time flies. Sandford gave orders about the horses.

G. V. FOX,
Assistant Secretary Navy.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Breese, U. S. Navy, to report at Hampton Roads for duty in the new command of the former.

MOUND CITY, September 30, 1864.

SIR: You will proceed to Hampton Roads, Va., and report to me for orders. Proceed via Washington and report at the Navy Department on your way.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander K. R. BREESE,
Commanding Black Hawk, Mound City, Ill.

[Order of same date and like tenor to Lieutenants S. W. Terry and M. W. Sanders, U. S. Navy.]

Order of Rear-Admiral Porter, U. S. Navy, to Acting Ensign Alden, U. S. Navy, to proceed to Hampton Roads and await further orders.

MOUND CITY, September 30, 1864.

SIR: You will proceed to Hampton Roads, Va., by the way of New Orleans, taking charge of such boxes, etc., as I may put in your care. See that they all arrive safely at Hampton Roads and put them on board one of the vessels of Admiral Lee's squadron or in some safe place. You will await my arrival there.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Acting Ensign JAS. M. ALDEN,
U. S. S. Black Hawk, Mound City, Ill.

[Telegram.]

CAIRO, October 1, 1864.

I leave to-night; could not possibly get off sooner without great confusion. Will only want one day in Washington. Horses left day before yesterday.

DAVID D. PORTER,
Rear-Admiral.

Hon. G. V. Fox,
Assistant Secretary of the Navy, Washington City.

[Telegram.]

MOUND CITY, October 1, 1864—6 p. m.

The following telegram has just been received from Hon. E. M. Stanton, Secretary of War:

Send two light-draft ironclads, the best you have, to D. G. Farragut in Mobile Bay. In an emergency requiring it, call upon him for the *Tennessee* and gunboats. Answer.

The above dispatch is not understood, nor can I act on the order.

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Telegram.]

NAVY DEPARTMENT,
Washington, October 1, 1864.

Send two light-draft ironclads, the best you have, to Rear-Admiral Farragut in Mobile Bay. In an emergency requiring it, call upon him for the *Tennessee* and gunboats. Answer.

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

[Telegram.]

MOUND CITY, *October 1, 1864.*

The *Milwaukee* and *Kickapoo* are ready to proceed at a moment's notice. They draw 6 feet large. Shall I send them to Admiral Farragut?

DAVID D. PORTER,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Magune, U. S. Navy, commanding U. S. S. Milwaukee, to report for duty to Rear-Admiral Farragut, U. S. Navy.

MOUND CITY, *October 1, 1864.*

SIR: You will proceed without delay with the U. S. S. *Milwaukee* to Mobile, Ala., and report to Rear-Admiral David G. Farragut for duty.

Report to Commodore Palmer on your arrival at New Orleans.
Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral, Commanding Mississippi Squadron.

Acting Volunteer Lieutenant J. W. MAGUNE,
Commanding U. S. S. Milwaukee.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Bacon, U. S. Navy, to send the U. S. S. Kickapoo to Rear-Admiral Farragut, U. S. Navy.

MOUND CITY, *October 1, 1864.*

SIR: You will order the U. S. S. *Kickapoo* to proceed without [delay] to Mobile, Ala., and report to Rear-Admiral David G. Farragut for duty.

Give instructions for her to report to Commodore Palmer on her arrival at New Orleans.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander GEO. BACON,
Commanding Sixth District.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Selfridge, U. S. Navy, regarding the U. S. S. Indianola.

MOUND CITY, *October 1, 1864.*

SIR: You will order the U. S. S. *Mound City* to take her former position in guarding the *Indianola*, and to assist with her crew in launching her when occasion requires.

You will also detail the *Rattler* to assist in guarding or launching her, should her services be required.

Very respectfully, your obedient servant,

DAVID D. PORTER.

Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander T. O. SELFRIDGE,
Commanding Fifth District.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Fitch, U. S. Navy, regarding the command of the upper Tennessee fleet.

OCTOBER 1, 1864.

SIR: I have ordered Lieutenant Forrest to the command of the upper Tennessee fleet. You will detach Acting Volunteer Lieutenant Glassford and order him to return to his old command.

Respectfully, etc.,

DAVID D. PORTER,

Rear-Admiral.

Lieutenant-Commander LE ROY FITCH, U. S. Navy,
Commanding Tenth District Mississippi Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Stanly, U. S. Navy, for special duty.

MOUND CITY, October 1, 1864.

SIR: You will proceed to Allegheny, Pa., and attend to the powder there belonging to this squadron. After performing this duty return to Cincinnati and attend to the equipment of the ironclads building at that place.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Rear-Admiral.

Commander F. STANLY,
Naval Station, Mound City.

Order of Fleet Captain Pennock, U. S. Navy, to Pilot Birch, U. S. Navy, commanding U. S. S. General Lyon, for delivery of mail and stores to the fleet.

MOUND CITY, October 1, 1864.

SIR: You will proceed down the river, carrying the mails and stores for the fleet.

You will take convoy past dangerous places going and coming, and should your vessel be attacked by the enemy, do not attempt to

fight them, but proceed on your way and let your convoy do the fighting. After performing the above duty, return to this place.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Pilot R. E. BIRCH,
Commanding General Lyon.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Gorringe, U. S. Navy, regarding the command of the U. S. S. Vindicator.

OCTOBER 1, 1864.

SIR: In case Lieutenant-Commander Selfridge should accept the proposition I have offered him, you will succeed him in command of the *Vindicator*.

Respectfully, etc.,

DAVID D. PORTER,
Rear-Admiral.

Acting Volunteer Lieutenant HENRY H. GORRINGE,
Commanding Sibyl.

Order of Fleet Captain Pennock, U. S. Navy, to Acting Volunteer Lieutenant Gorringe, U. S. Navy, commanding U. S. S. Sibyl, to obtain information regarding the whereabouts of forces under General Mower, U. S. Army.

MOUND CITY, October 1, 1864.

SIR: Proceed with all dispatch to New Madrid and deliver the enclosed letters. Should Captain Mitchell have left New Madrid, you will obtain all the information yourself desired in the enclosed telegram.

As soon as this duty is performed, return here immediately.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Acting Volunteer Lieutenant H. H. GORRINGE,
Commanding Sibyl, off Mound City.

[Enclosures.]

MOUND CITY, October 1, 1864.

SIR: I enclose herewith copy of telegram received from General Rosecrans.

You will obtain all the information possible in relation to the movements of the troops sent by Steele. Their whereabouts we particularly desire to know.

Very respectfully,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Lieutenant-Commander JOHN G. MITCHELL,
Comdg. Carondelet and 8th Dist. Mississippi Squadron.

[Telegram.]

ST. LOUIS, MO., *October 1, 1864—2:07 p. m.*

It seems the rebels are advancing on St. Louis. They occupied De Soto last night. We are very anxious to learn if a column sent by Steele under Mower to follow Price is in Missouri. Would be very much obliged if you would get some messenger to him in the direction of Bloomfield, to report to you or to any part whence speedy communication can be had. The messenger will be liberally paid.

W. S. ROSECRANS,
Major-General.

Captain PENNOCK,
Cairo.

 [Telegram.]
MOUND CITY, *October 1, 1864.*

I have sent a gunboat to New Madrid to try to get the information you require from that direction.

I will try and get a messenger out in another direction.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Major-General W. S. ROSECRANS,
St. Louis, Mo.

 [Telegram.]
MOUND CITY, *October 2, 1864.*

(Received 3d, 11:30 a. m.)

Your telegram received. The *Milwaukee* and *Kickapoo* will be sent at once. They draw 6 feet.

D. D. PORTER.

HON. GIDEON WELLES,
Secretary Navy.

 [Telegram.]
MOUND CITY, *October 3, 1864—8:25 p. m.*

Gunboat returned from New Madrid reports persons coming from Bloomfield daily. No news of Mower's whereabouts. Scouts have been sent out. As soon as they return the report will be sent immediately to me, and will be telegraphed promptly to you.

A. M. PENNOCK,
Captain, Commanding Mississippi Squadron.
Major-General ROSECRANS.

[Telegram.]

PADUCAH, KY., *October 3, 1864.*

CAPTAIN: Send two gunboats to Columbus at once, the force there being insufficient to protect the place, and an attack is expected.

S. MEREDITH,
Brigadier-General.

Captain PENNOCK,
Mound City, Ill.

 [Telegram.]
PADUCAH, KY., *October 3, 1864.*

COLONEL: I have telegraphed to Captain Pennock to send you two gunboats.

S. MEREDITH,
Brigadier-General.

Colonel McARTHUR,
Commanding, Columbus, Ky.

 [Telegram.]
MOUND CITY, ILL., *October 3, 1864.*

I will send one gunboat to Columbus, the only available one. Please inform me what force threatens Columbus, and their whereabouts.

A. M. PENNOCK,
Captain, Commanding Mississippi Squadron.

Brigadier-General MEREDITH,
Commanding.

Letter from Captain Pennock, U. S. Navy, to Major-General Canby, U. S. Army, regarding the need of vessels from the West Gulf Squadron in exchange for the Milwaukee and Kickapoo.

U. S. MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, Ill., October 4, 1864.

GENERAL: I have the honor to acknowledge the receipt of your communication of the 20th ultimo to Admiral Porter, and to inform you that, previous to his departure for the East, he ordered the double-turreted monitors *Milwaukee* and *Kickapoo* to be sent as soon as possible to Admiral Farragut at Mobile. We shall then be left with only two small monitors, both undergoing repairs. I trust the admiral will send us, in exchange, the monitor *Manhattan* and the

ram *Tennessee*, as we require their services in the lower Mississippi. It will give me great pleasure, general, to cooperate with you, and afford you all the assistance in my power should you require it. The *Milwaukee* may be detained a few days between Cairo and Memphis on account of low water.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Captain, Commanding Mississippi Squadron.

Major-General E. R. S. CANBY,
Commanding Military Div. of West Miss., New Orleans, La.

Report of Captain Pennock, U. S. Navy, transmitting prize lists of certain vessels.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, October 5, 1864.

SIR: I have the honor to enclose herewith prize lists of the following vessels belonging to this squadron:

U. S. S. *Chillicothe*, for the capture of 4 bales cotton, June 13, 1864.

U. S. S. *Marmora*, for the capture of merchandise from M. Blessing at Napoleon, Ark., January 21, 1864.

U. S. S. *Marmora*, for the capture of military goods from rebel spy, J. A. Tatum, March, 1864.

U. S. S. *Marmora*, for the capture of 3 bales of cotton and 1 steamboat bell, March 4, 1864.

U. S. S. *St. Clair*, for the capture of 3 bales of cotton, May 13, 1864.

I have the honor to be, sir, very respectfully, your obedient servant,

A. M. PENNOCK,
Captain, Commanding Mississippi Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Telegram.]

MOUND CITY, *October 6, 1864.*

The *Milwaukee*, ordered by Admiral Porter to Mobile, is detained by low water between Cairo and Memphis and derangement of machinery. She will be dispatched as soon as possible.

A. M. PENNOCK.

HON. GIDEON WELLES,
Secretary Navy.

Naval operations in Tennessee and Cumberland rivers in combination with forces under Major-General George H. Thomas, U. S. Army, opposing Major-Generals Hood and Forrest, C. S. Army, from October 10 to December 31, 1864, including attack on U. S. steamers Key West and Undine, at Eastport, Miss., October 10; operations near Johnsonville, Tenn., including loss of U. S. S. Undine, October 30, and U. S. steamers Key West, Tawah, and Elfin, November 4, followed by operations at Bell's Mills and Nashville, Tenn., December 3-4, 6, 15-16.*

Report of Fleet Captain Pennock, U. S. Navy, transmitting report regarding attack upon U. S. steamers Key West and Undine by Confederate batteries at Eastport, Miss., during combined expedition from Clifton, Tenn., October 10, 1864.

U. S. FLAGSHIP BLACK HAWK,
Cairo, Ill., October 14, 1864.

SIR: I have the honor to enclose you a report of Acting Master J. L. Bryant, commanding U. S. S. *Undine*, received at the moment of my departure, as announced in my dispatch of this morning. The report of the officer commanding the U. S. S. *Key West*, also engaged in the same expedition, has not been received.

I have just returned from a visit to Paducah, where I made such dispositions as will materially assist the forces there in repelling any attack which may be made, but which, from the best information I could obtain, I do not anticipate. It is my impression that the rebel General Forrest will be more likely to make an attack on Memphis, where, I understand, the garrison is weak. I will therefore proceed there without delay to make arrangements for giving it such assistance as the gunboats afford.

I have the honor to be, your obedient servant,

A. M. PENNOCK,
Captain, Commanding Mississippi Squadron.

GIDEON WELLES,
Secretary of the U. S. Navy, Washington, D. C.

[Enclosure.]

U. S. S. UNDINE,
Off Paducah, Ky., October 12, 1864.

SIR: I have the honor to forward the following report of an expedition from Clifton to Eastport, under command of Colonel [George B.] Hoge, consisting of One hundred and thirteenth and One hundred and twentieth Infantry, Illinois Volunteers (660 strong), Sixty-first U. S. Colored Infantry (600 strong), and Battery G, Second Missouri Light Artillery (4 rifled 12-pounders). These troops embarked on the morning of the 9th instant at Clifton, Tenn., on board the transports *City of Pekin*, *Aurora*, and *Kenton*, and at 1 p. m. started up the river for Eastport, Miss., under convoy of the U. S. S. *Key West* and this vessel. The transports being short of fuel, we stopped for wood at several points on the river.

* For the operations of the Army in North Alabama and Middle Tennessee November 14, 1864, to January 23, 1865, see Official Records of the Union and Confederate Armies, vol. 45, Pts. I, II.

At 1.30 p. m. the 10th instant we arrived off Eastport. After passing some islands 10 miles below the *Key West* made signals to me, "Can not be too cautious" and "Keep in close order." On approaching Eastport everything seemed quiet; there were no intimations of troops or batteries on the hills commanding the landing, and Captain [Edw. M.] King waved to the transports to land, and took a position so as to command the roads and came to anchor. I anchored astern of him. The troops immediately commenced disembarking.

Colonel Hoge, commanding the brigade, went on board the *Key West* and informed Captain King that he should move immediately for Iuka. As the Colonel was returning in the *Key West's* gig, a masked battery of six rifled guns opened on the boats from the hill at Eastport and three rifled guns from Chickasaw.

The transports were struck several times, exploding a caisson on board the *Aurora* and *Kenton*, and setting them on fire, causing great confusion among the troops, burning several of them, and mortally wounding the captain of the *Aurora*. Many of the troops jumped overboard from the burning steamers. A company that had been sent out as skirmishers immediately returned toward the boat. The other troops that were forming in line on the bank broke and fled in great disorder down the river. The battery of four guns was abandoned, the transports cut their lines and drifted downstream, *Aurora* and *Kenton* disabled.

During this time the *Key West* and *Undine* were each struck twice with rifled projectiles. One shell passed down through the boiler deck of the *Key West* and burst in the bag rack, near after part of boilers; another passed through the steerage and out on the port side.

This vessel had her port wheel rope and bell wires cut by a shell and also had the after steam-escape pipe and hog-chain brace near the cook's galley shot away. One shell entered the starboard side through boiler deck, passing through the cabin, cutting the deck and causing the splinters to fly in every direction.

The gunboats returned the fire immediately, and kept it up for thirty minutes in full range of the enemy's batteries, with their shell bursting all around and over us. On finding it evident that the enemy's force was far superior to ours, and that an effort to silence the batteries with smoothbore guns would prove fruitless, Captain King gave orders for the gunboats to drop down out of range. The two disabled transports having now drifted out of sight, Captain King ordered me down the river to look after them, while he covered the *City of Peking* in taking on board the stragglers.

On reaching the vessel, I found the troops and crews had succeeded in quenching the fire on the transports, but they were disabled, and I immediately returned and reported the fact to Captain King.

It was now nearly sundown, and the *Key West* proceeded downstream and made signals "Follow senior officer's movements," which I did. We found the transports *Aurora* and *Kenton* drifting downstream in the chute at Line Island. The *Kenton* had temporarily repaired her steam pipe and taken the *Aurora* in tow. The transports landed, the *Key West* anchored, and I moved alongside of her. Colonel Hoge came on board and requested Captain King to convoy him to Hamburg. The *City of Peking* now took the disabled *Aurora* in tow, and at 6.15 p. m. we all steamed down the river.

On approaching Boad's [Boyd's] Landing we discovered two houses on fire, which illuminated the river for some distance. Captain King thinking all was not right, ordered the transports to stop, and he would go ahead and shell the woods, and if he passed by safely he would blow a long whistle for them to come on, which he did, and we again proceeded on our way. At 10:20 we passed Savannah, and at 10:35 the fog became too thick to proceed farther with safety; therefore came to anchor above Coffee Landing, except the *Aurora*, which was tied up to the bank. At 8 o'clock on the morning of the 11th we got underway and proceeded down the river. The *Aurora* had temporarily repaired her steam pipe, and was capable of being managed under low steam. We arrived at Johnsonville at 7 p. m. the 11th instant, and I proceeded down the river in company with the U. S. S. *Key West* at 9 this a. m. We arrived off Paducah at sundown.

I am happy to inform you that during the engagement my officers and crew behaved gallantly and displayed coolness in every instance. Third Assistant Engineer John W. Morton was restored to duty during action, and acted with great coolness and decision. I also take great pleasure in informing you that Volunteer Lieutenant King deserves much credit for the skillful manner in which he conducted this expedition.

I am, sir, very respectfully, your obedient servant,

JOHN L. BRYANT,

Acting Master, U. S. Navy, Commanding.

Lieutenant-Commander JAMES W. SHIRK,

Commanding Ninth District Mississippi Squadron.

Report of Fleet Captain Pennock, U. S. Navy, transmitting report of Acting Volunteer Lieutenant King, U. S. Navy, and order of Major-General Washburn, U. S. Army, for the movement of troops.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,

Mound City, Ill., October 30, 1864.

SIR: I have the honor to enclose you a copy of Acting Volunteer Lieutenant E. M. King's report of the attack by the rebels on Colonel Hoge's command at Eastport, Miss.

He was the senior officer present at the time, in command of the gunboat *Key West*.

The report of the second in command I forwarded on the 14th instant. These reports have both been forwarded as soon as received.

I also enclose copy of General Washburn's order to Colonel Hoge, explaining the service required of the gunboats.

I have the honor to be, very respectfully, your obedient servant,

A. M. PENNOCK,

Captain, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. GUNBOAT KEY WEST,
Off Paducah, Ky., October 13, 1864.

SIR: I have the honor to forward the following report of an expedition from Clifton to Eastport, under command of Colonel Hoge, consisting of One Hundred and Thirteenth and One Hundred and Twentieth Illinois Infantry (660 strong), Sixty-first United States Colored Infantry (600 strong). These troops embarked on the morning of the 9th instant at Clifton, on board the transports *City of Pekin*, *Kenton*, and *Aurora*, and at 1 p. m. steamed up river for Eastport, Miss., under convoy of this vessel and the U. S. S. *Undine*, Acting Master John L. Bryant, commanding. The transports being short of fuel, we stopped for wood at several points on the river. At — p. m. of the 11th instant we arrived off Eastport. After passing Line Island, 10 miles below, I made signal to *Undine*, "Can not be too cautious," and "Keep in close order." On approaching Eastport everything seemed quiet; there were no indications of troops or batteries on the hill commanding the landing, and I waved to the transports to land and took a position in mid river so as to command the roads and anchored with the *Undine* astern. The troops commenced disembarking immediately. Colonel Hoge, commanding the brigade, came on board and informed me that he should move immediately for Iuka. As the colonel was returning to the *City of Pekin* in my gig a masked battery of six rifled guns opened on the boats from the hill at Eastport and three rifled guns from Chickasaw. The transports were struck several times, exploding a caisson on board the *Aurora* and *Kenton* and setting them on fire. This caused great confusion among the troops, many of them jumping overboard from the burning steamers. A company that had been sent out as skirmishers immediately returned toward the boats. Other troops that were forming in line on the bank broke and fled pell-mell down the river bank. The battery of four guns was abandoned. The transports cut their lines and drifted downstream. *Kenton* and *Aurora* disabled and *City of Pekin* with several shots through her. During this time the *Key West* and *Undine* were each struck twice with rifled projectiles. One plunging shell passed down through the boiler deck of this vessel and burst in the bag rack near after part of the boilers; another passed through the steege and out on the port side. The *Undine* had her port wheel rope and bell wires cut by a shell. The gunboats returned the enemy's fire immediately and kept it up for thirty minutes in full range of the batteries, with their shell bursting thick and fast around and over us. Seeing that I could effect nothing with smoothbores against a battery of rifled guns I dropped the gunboat back just out of range. The two disabled transports having now drifted out of sight around the bend, I sent the *Undine* down to look after them while I covered the *City of Pekin* in taking on board the stragglers. The *Undine* returned shortly and Captain Bryant reported that the troops and crews had quenched the fires on the transports, but they were disabled and repairing. It was now nearly sundown and I suggested to Colonel Hoge that we had all better go down and look out for our disabled boats. We found them drifting downstream in the chute at Line Island. The *Kenton* had temporarily repaired her

steampipe and had the *Aurora* in tow and steamed with her to the right bank of the river; the *City of Peking* landed also. I anchored this vessel in the chute near them, with *Undine* alongside. Colonel Hoge now came on board and requested me to convoy him to Hamburg. The *City of Peking* took the disabled *Aurora* in tow and at 6.15 p. m. we all steamed slowly down the river. On approaching Boyd's Landing we discovered two houses on fire, lighting up the whole bend of the river. Fearing the enemy might have a battery planted there, I communicated with Colonel Hoge and told him that I would move ahead and if I got through safely would blow a long whistle. In passing down the bend I manned both sides and kept up a warm fire, but received no response. On approaching Hamburg I again communicated with the colonel to know if he wished to stop at that point. He answered that he wished me to proceed down the river as fast as possible.

At 10.20 we passed Savannah and at 10.35, the fog being too thick to run with safety, we anchored above Coffee Landing, except the disabled *Aurora* tied up to the bank. At 8 o'clock on the morning of the 11th we proceeded down river. The *Aurora* had temporarily repaired her steam pipe during the night and was manageable under slow steam. We stopped at Clifton a short time at noon and, proceeding, arrived at Johnsonville at 7 p. m. of the 11th instant. Proceeded down the river with the *Undine* at 9 this morning and arrived at Paducah at sundown.

Under the circumstances attending this affair I think it providential that the boats escaped with so little damage and that so few of the troops were killed and captured. With regard to the loss of the battery I will only say at present that the gunboats were ready to assist in any movement that the colonel commanding might have suggested for their recovery. I am fully convinced at the same time that any attempt in force to retake the guns would have entailed still greater loss, including the temporary or total disabling of the gunboats. I am happy to inform you that my officers and crew acted with great coolness and decision; the guns were fired rapidly and well.

Enclosed I have the honor to forward copy of General Washburn's orders to Colonel Hoge.

I am, respectfully, your obedient servant,

E. M. KING,

Acting Volunteer Lieutenant, Commanding.

Lieutenant-Commander JAMES W. SHIRK, U. S. Navy,
Commanding 9th District Mississippi Squadron.

[Subenclosure.]

HEADQUARTERS,
Ripley, October 8, 1864.

COLONEL: As soon as you receive this, move with your infantry and artillery to Clifton with the squadron of cavalry that takes you this and embark at once on transports and move up to Eastport. As soon as you land at Eastport move rapidly out of the line of railroads near Iuka and break the road up and destroy bridges so as to hold any trains that may be east of the break. Their depot of supplies is at Cherokee, east of Iuka. After doing this, hold Eastport

until you hear from me. I think I shall reach there in about three days. The cavalry order forward as rapidly as possible. In approaching Eastport, do so with care, as not to be ambuscaded. Please show this to Captain King, gunboat *Key West*, and request him to convoy you and stick to you.

Respectfully, yours,

C. C. WASHBURN,
Major-General.

Colonel G. B. HOGE,
Commanding Brigade.

[Telegram.]

HEADQRS. MILITARY DIVISION OF THE MISSISSIPPI,
In the field, Cartersville, October 10, 1864.

Keep all your boats in watching and patrolling the Tennessee. Hood is now crossing the Coosa about 12 miles below Rome and is heading west, but may aim for Whitesburg or Gunter's. I rather think he is aiming to unite with Forrest over the Mobile and Ohio road, about Tuscumbia, Ala., yet he should be prevented from crossing the Tennessee River anywhere above Mussel Shoals. I may also look for a boat about Guntersville.

W. T. SHERMAN,
Major-General, Commanding.

Lieutenant GLASSFORD, U. S. Navy,
Bridgeport.

[Telegram.]

NASHVILLE, *October 16, 1864.*

The following dispatch has just been received through General Granger, at Huntsville:

Larkinsville, October 16, 1864.

An officer from south side of the river gives the following reliable information: Hood's army, including Forrest, Wheeler, and Roddey, are now, at 10 o'clock, in Deer Head Cove, Dug Gap, 15 miles south of Carpenter's [Caper-ton's?] Ferry, advancing toward that landing on the main road. I move up there immediately and leave orders for the *General Grant* to come up as soon as she arrives. I will be there at 10 or 11 o'clock to-night.

G. MORTON,
Commanding.

I wish you to take Morgan's and Wagner's divisions to the point referred to instead of going up Lookout Valley, sending your scouts well in advance to ascertain just where the enemy are. You will also send a copy of this dispatch to General Sherman, telling him what you have done, and I desire the same information to be sent as soon as possible to General Stanley, who is also in pursuit of Hood's army. Don't fail to report what you discover, and I wish, if possible, that you communicate also, if you find the enemy, with Generals Sherman and Stanley, letting them also know of your movement.

GEO. H. THOMAS,
Major-General.

Major-General SCHOFIELD.

[Telegram.]

HUNTSVILLE, *October 16, 1864.*

I don't believe either Forrest or Roddey can be with Hood. My scout from Blountsville, returned to-day, reports having heard of Hood moving toward Chattanooga, but makes no report of Forrest having passed that way, which he must have known had Forrest joined Hood. Captain Morton repeats his telegram that he is positive that his information is correct. The gunboats, in my opinion, will do but little toward stopping the crossing of the river by such a force as Hood must have. They have no protection for their boilers, none indeed for any part of the boat, and any of them could be totally disabled by three batteries in 15 minutes. They can only be stopped from crossing by batteries and heavy force on this side of the river. I will be pleased to have any orders forthwith, general, if I can render any service.

R. S. GRANGER,
Brigadier-General.

Major-General THOMAS.

[Telegram.]

EIGHT MILES NORTH OF ROGERSVILLE,
October 16, 1864. (Via Pulaski.)

I will move to Rogersville and toward Florence to-day. Can hear of no rebels except squads. I desire to know if the gunboats can take care of the river as far up as Waterloo.

Very respectfully

JOHN T. CROXTON,
Brigadier-General.

Major-General THOMAS.

[Telegram.]

NASHVILLE, TENN., *October 16, 1864.*

Will you please direct the gunboats to patrol the Tennessee River up as far as Waterloo and Eastport, while my cavalry make an expedition to Rogersville and Florence?

GEO. H. THOMAS,
Major-General, U. S. Volunteers, Commanding.

COMMANDING OFFICER GUNBOAT FLEET,
Cairo.

[Telegram.]

NASHVILLE, *October 16, 1864.*

I have asked the commanding officer of the gunboat fleet to direct the patrol of the Tennessee River by the gunboats, as you request, while you are going to Rogersville and Florence.

GEO. H. THOMAS,
Major-General, U. S. Volunteers, Commanding.

Brigadier-General JOHN T. CROXTON,
(To be forwarded via Pulaski.)

[Telegram.]

MOUND CITY, ILL., *October 17, 1864.*

Your dispatch received. Will endeavor to comply with your request to patrol the river as far as Eastport.

J. A. GREER,
Lieutenant-Commander.

General THOMAS.

[Telegram.]

NASHVILLE, *October 18, 1864.*

Your dispatch of this day received, and I send you the following from Major-General Sherman for your information and guidance:

SHIP'S GAP, *October 17, 1864—2 p. m.*

Order in my name the renewal of the attempt to get Eastport, and ask Admiral Porter, if necessary, to send up an ironclad. We should command the Tennessee River up to Mussel Shoals perfectly.

W. T. SHERMAN,
Major-General.

I have applied by telegraph to Admiral Porter for the ironclad, and I desire to know whether you can collect a sufficient force of infantry, to act in conjunction with your cavalry and the ironclad and gunboats, to lead you to hope for a successful attack upon and capture of Eastport. Answer by telegraph, letting me know what force you can collect and how soon you can start upon the expedition. It should be done as soon as possible.

GEO. H. THOMAS,
Major-General.

Major-General C. C. WASHBURN.

[Telegram.]

NASHVILLE, *October 18, 1864.*

I have received your dispatch from Ship's Gap of yesterday noon. Am ready to carry out your orders should Hood attempt to come into Tennessee. * * *

I have arranged with Lieutenant Greer, commanding gunboat fleet on lower Tennessee, to patrol the river as far up as Eastport. Lieutenant Glassford, commanding between Bridgeport and Decatur, patrols that portion of the river daily, and cooperates with me very cordially. I believe affairs north of the Tennessee River are getting into much better shape, and I hope to join you very soon.

GEO. H. THOMAS,
Major-General.

Major-General SHERMAN.

[Telegram.]

MOUND CITY, ILL., *October 19, 1864.*

Your dispatch is received. It is impossible to furnish an ironclad; besides, there is not water enough for them. I have sent three light-drafts to operate against Eastport.

JAS. A. GREER,
Lieutenant-Commander.

Major-General GEORGE H. THOMAS.

[Telegram.]

DECATUR, *October 25, 1864.*

The following has just been received:

HUNTSVILLE, *October 25, 1864.*

The following dispatch has just passed through my headquarters, with a like report from lieutenant commanding at Whitesburg. I get nothing from Claysville. I don't believe the story.

WM. P. LYON,
Colonel, Commanding.

"U. S. S. GENERAL THOMAS.

"The river is so low that I can not reach Claysville Landing. Got up to Beard's Bluff. From reliable information at various points on the river, which you can rely on, the enemy is in large force, with artillery and pontoons, between Guntersville, Warrenton, and Fletcher's, and threatens to cross at various points from Beard's Bluff to Triana. River so low that I can not go with safety below Whitesburg. I will endeavor to use the utmost vigilance from White's Bar to Gunter's Bar until I hear from you. The *Stone River* is below Whitesburg. I would recommend you to telegraph to General Granger to keep her between Whitesburg and Decatur and communicate with me at head of Hobson's Island, 3 miles above Whitesburg. You can rely upon the information I give to be correct, for I have seen cavalry and officers dressed in regular uniform, which I never saw before on the river, and at various points, too, and the information came direct from Warrenton here. Please send me dispatch via Whitesburg to-morrow. I return up river immediately to Beard's Bluff and will be down again to-morrow unless detained by the enemy. Be assured the *Thomas* is vigilant. Plenty of rails for fuel.

"G. MORTON,
Acting Master, Commanding.

"Captain M. FORREST,

Commanding Eleventh District Mississippi Squadron,

"Bridgeport, Ala."

I send the above for what it is worth. I have no evidence to confirm this report further than I have sent you heretofore. I will send another party immediately, upon the *Stone River*, to Clarksville Ferry, near mouth of Flint River. I have no one to put down to guard the crossing on the river below, unless they are sent from Columbia, where there are more troops, I think, than are necessary.

R. S. GRANGER,
Brigadier-General.

Major-General THOMAS.

[Telegram.]

NASHVILLE, TENN., *October 26, 1864.*

If you have a gunboat at Bridgeport I desire you to take as many men as you can carry down the river to Claysville to defend the crossing of the river at that place.

GEO. H. THOMAS,
Major-General, U. S. Volunteers, Commanding.
 COMMANDING OFFICER GUNBOAT FLEET,
Bridgeport, Ala.

[Telegram.]

NASHVILLE, TENN., *October 26, 1864.*

Will you please have the gunboats under your command moved down the Tennessee River to Claysville and Deposit, to assist General Granger in defending the fords and crossings at those points, and also, if possible, to patrol the river as far down as Whitesburg? Answer and acknowledge receipt.

GEO. H. THOMAS,
Major-General, U. S. Volunteers, Commanding.
 COMMANDING OFFICER GUNBOAT FLEET,
Bridgeport, Ala.

[Telegram.]

BRIDGEPORT, ALA., *October 26, 1864.*

(Received 27th.)

Dispatch received, and have just received one from a gunboat at Claysville. There are two boats between the points you mention, and I will try to get a third. The river is very low. A dispatch received to-day mentions a Union prisoner who was captured at Dalton and who reports the enemy 28,000 strong at or near Warrenton.

M. FORREST,
Commanding Eleventh District Mississippi Squadron.
 General G. H. THOMAS.

[Telegram.]

BRIDGEPORT, *October 26, 1864.*

The river is so low the gunboat here can't get over the bar. A dispatch from the *General Thomas* to-day reports her at Claysville, and the *General Grant* is trying to sheer her way over the bars to her assistance.

M. FORREST,
Commanding Eleventh District Mississippi Squadron.
 General THOMAS.

[Telegram.]

HUNTSVILLE, *October 26, 1864.*
(Received 3:47 p. m.)

If there is a gunboat at Bridgeport 500 men could be sent to Claysville in a few hours. The nearest point would be 25 miles from railroad.

R. S. GRANGER,
Brigadier-General.

General THOMAS.

[Telegram.]

HUNTSVILLE, *October 27, 1864.*

The following dispatches have just been received from Whitesburg:

U. S. S. GENERAL THOMAS,
Off Hobson's Island, October 27, 1864—11 a. m.

SIR: Have been up the river in the vicinity of Fort Deposit and Beard's Bluff. No enemy seen on the banks of the river this morning. Heard heavy trains moving along the mountain roads all night. Took on board one of General Granger's scouts, just in from Warrenton and Guntersville. He reports main force of the enemy moving down the river toward Decatur; courier going to General Hood; that a large Federal force is this side of Gadsden in pursuit. All right on board.

G. MORTON,
Acting Master, Commanding.

Captain M. FORREST,
Comdg. Eleventh Dist. Miss. Squadron, Bridgeport, Ala.

U. S. S. GENERAL THOMAS.

SIR: It rained very heavily all night, and I will go down river as soon as possible. The probabilities are that the river will rise, and I will pass Whitesburg to-night.

G. MORTON,
Acting Master, Commanding.

Colonel LYON, *Huntsville.*

All quiet at Whitesburg.

WM. P. LYON,
Colonel, Thirteenth Wisconsin, Commanding.

Major-General THOMAS.

[Telegram.]

HUNTSVILLE, *October 28, 1864.*

The following dispatches are just received from captain of gunboat *General Thomas*, with further information that he has left Whitesburg for Decatur:

U. S. S. GENERAL THOMAS,
Off Hobson's Island, October 28, 1864.

SIR: Dispatches all received. Just from Fort [Port] Deposit. Saw no enemy since yesterday. I shall start for Decatur immediately, and if I can force the

vessel over the bar you will hear from me this afternoon from Decatur. River rose 1 inch in the last twenty-four hours.

G. MORTON,
Acting Master, Commanding.

Captain M. FORREST,
Comdg. Eleventh Dist. Miss. Squadron, Bridgeport, Ala.

U. S. S. GENERAL THOMAS, *October 28, 1864.*

From the latest information I can get, the main force of the enemy has moved down the river, but I think they will attempt crossing at Guntersville or Port Deposit. I think the latter place, the river being narrow and a good artillery road for them to come on. Opposite this place is every appearance of fences being down for the moving of cavalry. I fired canister at them, and could see them running through the cornfield. I should go to Decatur and be back here to-night; the river rose last night. Russell's brigade of cavalry is left at Guntersville and one corps at Warrenton.

G. MORTON,
Acting Master, Commanding.

W. P. LYON,
Colonel, Commanding Post.

Major-General THOMAS.

[Telegram.]

NASHVILLE, *October 28, 1864—9:30 p. m.*

Your dispatch of this p. m. is received. Please express to Captain Morton my thanks for the activity displayed by him in patrolling the river, and also for the valuable information he forwards. I wish you to impress upon your guards and pickets on the river the necessity of exercising the greatest vigilance at all times.

GEO. H. THOMAS,
Major-General, U. S. Volunteers, Commanding.

Colonel W. P. LYON,
Huntsville, Ala.

Extract from log of the U. S. S. General Thomas, Acting Master Gilbert Morton, commanding.

October 28, 1864.—Off Paint Rock from 12 to 4 p. m.: Stopped "railing;" headed downstream; 2:45, landed at Limestone and took on board more rails; started downstream, had men at quarters; went downstream a short distance and came alongside the *Stone River* and opened on a rebel battery and received no injury until abreast of the battery, when they opened fire on us with 6 other guns, we receiving one shot through the hull, one through the wheelhouse, and two through the cabin, wounding one mortally in the head, one through the back, and one in the neck. Passed the rebel batteries and landed at Decatur. From 4 to 6 p. m.: Weather clear; wind west. Fired 6 shots. Ceased firing. From 6 to 8 p. m.: Weather clear and pleasant. Cast loose from shore and anchored off Decatur. From 8 to 12 p. m. (midnight): Weather clear; wind S. W. Occasional picket firing.

Saturday, October 29, 1864.—Off Decatur from 12 to 4 a. m.: Weather cold, with heavy fog. 3 a. m.: The enemy removed their batteries from the bank of the river. Continued firing of pickets. 4 to 8 a. m.: Continual picket firing. 9 a. m.: A force on our left went out to reconnoiter. At 11:30 weighed anchor and headed upstream. 5 p. m.: Landed at Decatur. 6:50 p. m.: U. S. Army gunboat *Stone River* came downstream and landed above us. 7:45, cast loose from shore and headed upstream. 11:30, heavy musket firing at Decatur.

Sunday, October 30, 1864.—Off Trianna: At 12:05 a. m. were fired into by some cavalry; went to quarters and returned the fire. 12:10 a. m.: Weighed anchor and started upstream, shelling the woods. Came to anchor off Trianna. 5:45 a. m.: Fired two shots at rebel cavalry. Weighed anchor, started upstream. 7:30, landed at Whitesburg; picked up two deserters on south shore.

October 31, 1864.—Off Whitesburg: At 2:45 a. m. three muskets were fired south of Whitesburg. 9:30, the *Stone River* came down, made fast aft, and hauled us off the bar. 8:15 a. m.: Started up the river and fired 8 shots. 11:30, landed. 4:15 p. m.: Commenced firing at some rebel cavalry. 5:15, ceased firing. 7:30, stopped at Trianna and communicated with some soldiers. 8 p. m.: Fired three shots. At 10:15, landed at Decatur.

Letter from Brigadier-General Granger, U. S. Army, to Acting Master Morton, U. S. Navy, commanding U. S. S. General Thomas, requesting cooperation.

HEADQUARTERS DISTRICT OF NORTHERN ALABAMA,
Decatur, October 29, 1864.

SIR: The general commanding desires that you move up the river with your vessel at once, reconnoitering the banks very thoroughly, especially about Whitesburg, where it is reported the enemy will attempt a crossing.

Please forward immediately any information of importance you may obtain.

Very respectfully, your obedient servant,

SAML. M. KNEELAND,

First Lieut., 18th Michigan Infantry, Act. Asst. Adjt. General.

Acting Master G. MORTON,

Commanding U. S. S. General Thomas.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting report regarding the repulse of Major-General Hood, C. S. Army, near Decatur, Ala., October 28.

No. 15.] MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, November 10, 1864.

SIR: I herewith enclose a copy of a communication dated 4th instant from Lieutenant Moreau Forrest, commanding eleventh district, reporting the repulse of the rebel general Hood near Decatur, Ala., in which affair it appears that the gunboat *General*

Thomas took a prominent part, receiving the acknowledgments of General *Thomas* for her efficient services.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. S. GENERAL BURNSIDE,

Bridgeport, Ala., November 4, 1864.

SIR: I have the honor to report that in obedience to your order, I have taken command of the Eleventh District Mississippi Squadron. The vessels are in good condition, well manned and well supplied, and have already had an opportunity of being tested. General Hood attacked Decatur and erected two batteries, one of four and one of six guns, in the night, to keep the gunboats from going to the rescue.

The *General Thomas*, being below the bar, was the only vessel I could get there, and she arrived just in time. The army has acknowledged her services very frankly, and General *Thomas* has complimented her highly.

The vessels are very lightly built, and she was consequently considerably cut up by the fire.

Hood has left this district and has gone below the shoals to cross. Scouts mention his having already crossed.

I am sorry to mention that there is considerable sickness in this district, there being now about 50 patients, some of them being past recovery. Dr. [William C.] Foster having deserted before I took command, leaves me only two medical officers. If you can spare them, I should like to have two more.

Very respectfully, your obedient servant,

MOREAU FORREST.

Lieutenant, Comdg. Eleventh District Mississippi Squadron.

Commander A. M. PENNOCK,

Commanding Mississippi Squadron, Cairo, Ill.

Order of Acting Rear-Admiral Lee. U. S. Navy, to Lieutenant Forrest, U. S. Navy, expressing thanks for effective cooperation at Decatur, Ala., October 28.

MOUND CITY, November 10, 1864.

SIR: Yours of the 4th instant (addressed to Captain Pennock) is received. My thanks are due to yourself and the officers and men of the *General Thomas* for the efficient cooperation rendered by that vessel at Decatur.

Be pleased to communicate further and full particulars of this engagement, and of the proceedings of the army and of the enemy at the time, accompanied, if convenient, by a diagram.

Keep me fully advised of the state of affairs in that quarter.

Respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant MOREAU FORREST,

Comdg. U. S. S. General Burnside

and 11th Dist. Miss. Squadron.

[Telegram.]

NASHVILLE, TENN., *October 30, 1864.*

Please impress upon the minds of the officers commanding gunboats the great necessity of their patrolling the river at night, as well as in the day. It is in the night small parties cross the river, who sometimes give considerable trouble.

GEO. H. THOMAS,
Major-General, U. S. Volunteers, Commanding.

COMMANDING OFFICER GUNBOAT FLEET,
Bridgeport, Ala.

[Telegram.]

MOUND CITY, ILL., *October 31, 1864—10 p. m.*

SIR: I have just received the following telegram from General Thomas, at Nashville:

Have seen your telegram of 29th to General Webster. Enemy in strong force before Decatur, and also threatening to cross about Florence. Am moving corps to oppose him, and will be much obliged to you if you will aid me by sending as many gunboats up the Tennessee as you can spare, and as far as Eastport, if water will admit. Forrest can not long remain at Jefferson after I get a force on the Tennessee.

I have sent up all the boats that are available. Unfortunately the river is too low for ironclads. The rest of the squadron are patrolling the river from Columbus to Donaldsonville, to prevent reinforcements crossing over to Hood's army. The two ironclads expected from Farragut's squadron, in exchange for the two supplied him from this squadron, are much needed.

A. M. PENNOCK,
Captain, Commanding Mississippi Squadron.

HON. GIDEON WELLES,
Secretary of Navy.

Extracts from report of Brigadier-General Granger, U. S. Army.

HEADQUARTERS DISTRICT OF NORTHERN ALABAMA,
Decatur, Ala., November 6, 1864.

MAJOR: I have the honor to submit the following report of the part taken by the forces under my command during the late operations of Hood's and other forces in northern Alabama, from the 12th to the 29th of October, 1864.

* * * * *

The gunboat *General Thomas*, Captain Morton, commanding, having been assigned by Captain Forrest to that portion of the river between Whitesburg and Decatur, I requested Captain Morton, and ordered Captain Naylor of my own gunboat, the *Stone River*, to

thoroughly patrol the river to Whitesburg and beyond, landing at such points as they could approach with safety, to glean all the information possible. On the 14th of October I received a dispatch from Captain Morton, informing me that General Hood's army, together with Forrest, Wheeler, and Roddey, were in Deer Head Cove, Dug Gap, 15 miles from Caperton's Ferry, and were moving upon the landing at that place for the purpose of effecting a crossing. I immediately telegraphed this information to the general commanding department and ordered the Eleventh and Thirteenth Indiana Cavalry at Stevenson (en route for Nashville) to be stopped in order to assist the forces at that point in obstructing the advance of the enemy, should he make any serious demonstration on that place. My scout in the meantime, however, had returned from Blountsville and reported the enemy moving toward Chattanooga, and Captain Morton repeated his telegram of the movements of the enemy upon Caperton's Ferry with positive assurance that his information was correct. I immediately directed the gunboats at Decatur to move up the river with all possible dispatch to the threatened point, ordered an additional scout across the river from Larkinsville in direction of Lebanon and Rawlingsville, and also from Athens and Pulaski in the direction of the river. * * * On the 23d I received a telegram from the general commanding department that it was reported that Forrest, Lee, and others were moving on Tusculumbia. * * * I telegraphed to the general commanding that I did not believe the forces of Forrest and Roddey had yet joined Hood, and sent him the report of my scout, just in, who was captured by the enemy and taken to Courtland, which placed Roddey about Moulton and Somerville, Forrest near Florence, and the main portion of the enemy near Tusculumbia.

* * * * *

Feeling the great importance of Decatur to the Confederates as an objective point, and being satisfied that General Hood would attack it in force, I telegraphed the general commanding, asking for reinforcements of 2,000 infantry and, if possible, 1,000 cavalry.

* * * * *

I had prior to this time (by order of the general commanding) established a strong picket post at Brown's Ferry, and was thoroughly patrolling the river from that point to Decatur, and above this point it was being patrolled as thoroughly as possible by the gunboats *General Thomas* and *Stone River*. * * *

During the 28th reinforcements arrived rapidly and were assigned positions in the works. There was heavy firing all day along our entire line, but no attempt on the part of the enemy to make an assault. About 12 m. I ordered Captain Naylor, of the gunboat *Stone River*, to run the enemy's battery, and, taking a position above, to operate upon his rear with his long-range guns. This was done without injury to the vessel. About 3 p. m. U. S. S. *General Thomas* made its appearance and joined the *Stone River*. I soon after sent orders to the boats to engage the enemy's river battery, assisted, as they would be, by Captain Beach, from the north side of the river, and the section upon the left flank of our works. On this occasion, as on the previous one, the fire of Beach's battery

was very fine, throwing shells directly into the enemy's works, dismantling two of his guns, killing or wounding many, and so distracting him that his shots at the gunboats were wild. Under cover of this severe cross fire they dropped down the river until immediately opposite, and less than 500 yards from the enemy's works, opened with their broadside guns. Their guns were most admirably served, one shell from the *Stone River* exploding a caisson and killing 17 men. It was impossible for men to withstand this attack. They deserted their guns, a portion of them retreating to their main line, while many of them rushed down the bank and sought the protection of the trees at the water's edge. The guns of the boats, double-shotted with canister, were turned upon them at a distance of scarcely 300 yards, and poured in a terrible fire. * * * The enemy's loss in this short engagement, lasting only about half an hour, was very severe. The casualties upon the wooden gunboats, although they were hit a number of times, were very slight, there being only 2 killed and 11 wounded. Captain Naylor, of the *Stone River*, and Captain Morton, of the *General Thomas*, handled their vessels skillfully, maneuvering them with precision and delivering their fire with great effect, continuing to shell the crowd of fugitives as they fled back from the river. They, together with the men of their commands, are entitled to honorable mention. * * *

Very respectfully,

ROBERT S. GRANGER,
Brigadier-General, Commanding.

Major B. H. POLK,
Assistant Adjutant-General, District of Tennessee.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the capture of U. S. S. *Undine*, October 30, 1864, during operations below Johnsonville, Tenn.

No. 6.] MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, November 4, 1864.

SIR: I have to report to the Department the loss of the U. S. S. *Undine* (No. 55) on the 30th ultimo in Tennessee River, about 50 miles above Paducah, in an engagement with the enemy, who was in considerable force, and used from five to seven pieces of field artillery. The *Undine* was a light-draft river boat, carrying four 24-pounder howitzers on each side.

The action was animated. The affair is undergoing the investigation of a court of enquiry. The boat code signal book was probably captured, of which commanding officers here will be informed and the Bureau of Navigation notified by telegraph.

The water is too low for any but the light-draft above this. There are now nine light-drafts in the lower part of the Tennessee.

I have the honor to be, very respectfully, your obedient servant,
S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Assistant Paymaster Mchette, U. S. Navy, regarding the capture of the U. S. S. *Undine*.

MOUND CITY, ILL., *November 4, 1864.*

SIR: I regret to inform the Department that the U. S. S. *Undine*, having been destroyed and captured after a severe engagement with the enemy, all the accounts and stores belonging to my department were lost excepting the money (\$2,200), which I succeeded in saving when I made my escape.

I would respectfully request orders to proceed to Washington for the purpose of settling up my accounts, and to make out transfer accounts for the officers and men who escaped, from last quarter's pay rolls.

I have the honor to remain, sir, very respectfully, your obedient servant,

HENRY C. MACHETTE,
Acting Assistant Paymaster, U. S. Navy.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Telegram.]

MOUND CITY, *November 4, 1864—2 p. m.*

Undine's signal book having been captured, make such private signals for vessels of your district as may be needed.

S. P. LEE,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander J. W. SHIRK,
Commanding Ninth District, Paducah, Ky.

[Telegram.]

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, November 4, 1864.

Information received to-day that boat code signal book has probably fallen into enemy's hands at capture of *Undine* in Tennessee River on October 30.

S. P. LEE,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Rear-Admiral C. H. DAVIS,
Bureau of Navigation, Washington, D. C.

General order of Acting Rear-Admiral Lee, U. S. Navy, in view of the loss of the signal book of the U. S. S. *Undine*.

GENERAL ORDER, }
No. 3. }

U. S. MISSISSIPPI SQUADRON,
FLAGSHIP BLACK HAWK,
Mound City, Ill., November 4, 1864.

The following report is printed for the information of commanding officers, to warn them of the propriety of having the signal book

properly fitted for sinking; of always taking it to quarters, and of the necessity for destroying it when it can not be preserved without undue risk of its falling into the hands of the enemy.

S. P. LEE,
Acting Rear-Admiral, Commanding Mississippi Squadron.

OFFICE MISSISSIPPI SQUADRON,
Mound City, Ill., November 4, 1864.

ADMIRAL: I have to inform you that it appears by the evidence given on the court of enquiry, this day convened by your order in the case of the loss of the U. S. S. *Undine*, that there is good reason to believe that the signal book of that vessel has been captured by the rebels. As the numerical value of the flags was noted in it, I hasten to inform you, for your guidance.

I am, very respectfully, your most obedient servant,

E. Y. McCAULEY,
Lieutenant-Commander, U. S. Navy, President of Court.

Acting Rear-Admiral S. P. LEE,
Commanding Mississippi Squadron.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander McCauley, U. S. Navy, convening a court of enquiry on the capture of U. S. S. *Undine*.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, Ill., November 3, 1864.

SIR: A court of enquiry is herewith ordered to convene at the naval station, Mound City, Ill., on the 4th instant, at 11 o'clock a. m., to ascertain and report all the facts connected with the loss of the U. S. S. *Undine*, in Tennessee River, on or about the 30th ultimo. The court will report its opinion.

The court will be composed of yourself as senior member, and the following-named officers: Lieutenant-Commander James A. Greer, Acting Master Henry Baker, Second Lieutenant Frank L. Church, U. S. Marine Corps, who will act as judge-advocate.

Very respectfully, your obedient servant,

S. P. LEE,
Acting Rear-Admiral.

Lieutenant-Commander E. Y. McCAULEY,
Commanding U. S. S. Black Hawk.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting the proceedings of court of enquiry.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, November 7, 1864.

SIR: I transmit enclosed the proceedings of a court of enquiry just held, and convened by me for the purpose of ascertaining the facts and reporting upon the conduct of the officers and crew of the *Undine* when captured by the enemy on the Tennessee River on the 30th ultimo.

It appears from the findings of the court that the officers and men of the *Undine* did their duty bravely.

I have the honor to be, sir, very respectfully yours,
S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

*Investigation by court of enquiry in the case of the capture of the U. S. S. Undine.
Finding of the Court.*

OFFICE U. S. NAVAL STATION,
Mound City, Ill., November 7, 1864.

The court having maturely considered the evidence in the case of the loss of the U. S. S. *Undine*, find that the said steam gunboat, on the 30th ultimo, whilst in the performance of the duties assigned her, in the police of the Tennessee River, was called upon by a transport to convoy her below the railroad bridge. Having accompanied her below Sandy Island, the *Undine* was returning to her former position, when reports of heavy firing from below caused her to return as far as Paris Landing, where she was opened on by rebel artillery and infantry fire. An engagement ensued, which was ended by an injury received in the *Undine's* escape pipe, causing her to drop down out of range of the batteries to repair damages. She then came to and the escape pipe was skillfully repaired by Acting Third Assistant Engineer J. W. Morton. She was then again opened on by a battery of four or five fieldpieces crossing their fire from different points. The engagement was renewed, the *Undine*, apparently, replying to the enemy's fire as well as her battery, reduced by the jamming of a "blown charge" in one of the howitzers, allowed. On the cutting of the main steam pipe by a shot under this fire, she was disabled, and the contest ended on her part by her being run aground on the opposite bank of the river, where she surrendered by hauling down her flag, which was not noticed by the enemy. The crew and officers were then directed by the commanding officer to save themselves by taking to the bush. In landing several of the crew were shot from the opposite bank.

The court enquired particularly into the details of the disability of the steam apparatus on board the *Undine* at the time she was grounded and deserted, and are satisfied that it was of a sufficiently serious character and irreparable within a limited space of time to avoid an attack in force by the enemy, who had the means to cross over afforded by two transports captured by them during the action.

The order for her destruction by fire was given by the commanding officer and obeyed, though apparently ineffectually, the vessel's position and apprehension of capture preventing that attention being given necessary to avoid its being extinguished by the enemy so near at hand.

The capture of the signal book by the enemy must be attributed to a want of a proper estimate of its value on the part of the com-

manding officer; otherwise to his not having made such arrangements beforehand customary to meet such emergencies.

Having maturely considered the evidence in the case, the court respectfully submit their opinion to the rear-admiral commanding that in the case of the loss of the U. S. S. *Undine*, Acting Master J. L. Bryant exhibited the bravery and judgment in battle characteristic of a naval officer, as was also exemplified by his conduct in case of the *Undine* at Clifton on the 27th of July last; that his vessel was well fought, and was surrendered under circumstances which did him no discredit; that the officers and crew did their duty and maintained a creditable discipline throughout; and that the loss of the U. S. S. *Undine* was occasioned by the attack of a superior force of the enemy, wherein she was disabled whilst bravely fighting her guns, then justifiably abandoned to save the officers and crew from certain captivity.

E. Y. McCauley,
Lieutenant-Commander, U. S. Navy, President of the Court.

JAS. A. GREER,
Lieutenant-Commander, U. S. Navy.

HENRY BAKER,
Acting Master, U. S. Navy.

F. L. CHURCH,
*Lieutenant, U. S. Marine Corps,
and Judge-Advocate of Court.*

Evidence of Acting Master J. L. Bryant, U. S. Navy, late commanding U. S. S. Undine.

On the morning of the 30th of October I weighed anchor at the request of the captain of the transport *Anna* to convoy her below the railroad bridge on the Tennessee River, which I did. I proceeded then down below Sandy Island. I saw her safely below Sandy Island. No firing was heard at that time, when I gave orders to head the ship upstream and proceed back toward Johnsonville. When I arrived at the foot of Sandy Island heard the reports of artillery down the river. I immediately cleared the ship for action and gave orders to turn her down the stream to ascertain where the rebel batteries were and to give battle to the enemy when I found them.

When abreast of Paris Landing I was hailed by a man on the bank, "Halloo, there, gunboat," or some such words. I immediately stopped my engines. At that instant was opened on from the west bank by a heavy artillery and infantry fire about 50 yards from shore. I returned their fire immediately and headed the ship for the batteries and fought them for 55 minutes up to 700 yards distance, where I had my escape pipe shot off. A shot passed in through my furnaces and knocked the fire out. Four shots through my casemates (forward), killing Acting Ensign Neave and Johnson (landsman), wounding Henry Deshon and Sherwin—both since dead. I then got out of range of the upper battery, under the west point of the river,

in order to repair my damages and to warn the transports that might come down from Johnsonville. I had not been anchored over 10 minutes when I was again opened upon by a heavy fire of musketry from the west bank, which was immediately returned from our broadside guns with shrapnel, cut to the left of the figure 2, to less than the distance of 2 seconds. At the same moment, while I was engaged with the enemy, the transport *Venus* came down the river. I warned her by signals to keep out of danger, which was not heeded by her, when the enemy opened fire upon her with artillery and musketry. She passed the upper battery without much damage (excepting the captain killed) and came to anchor under the cover of my guns, when she requested me to send a boat on board with my surgeon's steward in charge, which I could not do at that time; the enemy at the same time keeping up an incessant fire with musketry. At 2 p. m. a lieutenant, commanding a squad on board the transport *Venus*, requested me to send a boat for him, which I did. He came on board and requested me to give him some ammunition, but having none of the same caliber I gave him 18 of my muskets, with a box of ammunition, which I was unable to use myself, being short-handed.

I had at that time 4 killed and 3 wounded. All my men were required at the broadside guns.

About twenty minutes after the *Venus* came down, another transport came down the river with a barge, and, like the *Venus*, heeded not my signals, and ran under the batteries, where she had her steam pipe shot off. She then headed for the west bank and surrendered to the enemy. That steamer I afterwards learned was the *Cheeseman*. At 3:10 the enemy opened with a cross fire of artillery and musketry. I opened upon them with my broadside guns and returned the fire with rapidity. I used at that time canister, the range not being over 100 yards, which apparently had good effect among the enemy concealed in the bushes on the banks. At 3:45 the main steam pipe in the doctor room was cracked, and filled the place with steam, and drove the engineer from his station. The vessel became entirely unmanageable. I headed her for the east bank, in order to save as many of the crew as possible. At 4 o'clock, knowing that I could not get off from the enemy, I struck my flag, which the enemy did not respect, but kept up an incessant fire upon me. I fired my broadside guns, ordered all the guns spiked and the ship fired, knowing I had fought as long as I could. I ordered the men to save themselves. At this moment I was knocked senseless and when I came to I got on shore and followed after the crew.

That afternoon we hid in the woods and at night made the best of our way for Pine Bluff, which we reached at 4:30 in the morning of the 31st. That same morning the place was evacuated by our troops, and we went with them to Fort Donelson, on the Cumberland River, which we reached that same night at 7 o'clock. Next morning we left Fort Donelson on the steamer *Cuba* for Smithland, arriving there at 8 p. m. On November 1, left Smithland on the U. S. S. *Moose* for Paducah, arrived at Paducah on the morning of the 2d at 8 a. m. and reported to Lieutenant-Commander James W. Shirk, commanding Ninth District Mississippi Squadron, when I received orders to report at Mound City, Ill., to Rear-Admiral S. P. Lee.

[Telegram.]

HEADQUARTERS DEPARTMENT OF THE CUMBERLAND,
Nashville, Tenn., November 1, 1864—2 p. m.

General Donaldson has just reported to me the capture of gunboat 55 [*Undine*] and transports *Venus* and *Cheese-man*, near Paris Landing, 40 miles below Johnsonville and about 4 miles above Fort Heiman. The force was Forrest's, and Colonel (General) Donaldson reports two other transports captured and burned about 40 miles above Paducah.

GEORGE H. THOMAS,
Major-General, U. S. Volunteers, Commanding.

Major-General H. W. HALLECK,
Washington.

[Same to General Sherman.]

Extracts from report of Brevet Brigadier-General Donaldson, U. S. Army, Department of the Cumberland.

NASHVILLE, TENN., November 1, 1864.

GENERAL: The following copies of telegrams just received are furnished for the information of the major-general commanding:

JOHNSONVILLE, October 31, 1864.

The new boat *Mazepa*, with 700 tons of freight from Cincinnati, was captured and burned at Fort Heiman, 2 miles this way from Fort Henry, on opposite side of the river, on Friday. The *Naugatuck* and *Alice* were captured at Widow Reynolds' Bar, 40 miles this way from Paducah, on Saturday. Gunboat 55 [*Undine*], with transports *Venus* and *Cheese-man*, were captured yesterday without being disabled near Paris Landing, 40 miles below here and 4 miles this way from Fort Heiman. Our information is reliable that Forrest intends to attack this place with from 8,000 to 10,000 men within the next three or four days. Our employes will be ready and do good service.

HENRY HOWLAND,
Captain and Assistant Quartermaster.

Brigadier-General J. L. DONALDSON,
Chief Quartermaster.

* * * * *

JOHNSONVILLE, October 31, 1864.

Gunboat 55 [*Undine*], and two transports, were captured without being disabled, and are now in the hands of the rebels in the river. Colonel Brott, at Fort Donelson, telegraphs that Lieutenant-Colonel Weaver, commanding at Pine Bluff, has abandoned the post. The pilot of the 55 has just reached here by land.

HENRY HOWLAND,
Captain and Assistant Quartermaster.

CLARKSVILLE, November 1, 1864.

Steamer *Dave Hughes*, with barge loaded with Government stores, was burned yesterday afternoon 15 miles above this post by guerrillas.

I. P. WILLIAMS,
Captain and Assistant Quartermaster.

Lieutenant S. H. STEVENS,
Acting Assistant Quartermaster, Nashville, Tenn.

[Endorsement.]

The *Dave Hughes* was a light-draft boat, valued at \$5,000 to \$7,000, and was chartered by me some time since.

I am, general, very respectfully, your obedient servant,

S. H. STEVENS,
Lieutenant and Acting Assistant Quartermaster.

Very respectfully,

J. L. DONALDSON,
Brevet Brig. Gen., Chief Q. M., Department of the Cumberland.
Brigadier-General WHIPPLE,
Assistant Adjutant-General, Chief of Staff.

Report of Brigadier-General Meredith, U. S. Army, regarding the loss of the U. S. S. *Undine* and attack upon transport *Venus*.

PADUCAH, KY., *November 1, 1864.*

CAPTAIN: I have just received the following telegraphic dispatch from the officer commanding at Smithland, Ky.:

Gunboat *Undine*, No. 55, engaged the batteries at Paris Landing Sunday at 10 o'clock; captured at 4 p. m. and reported sunk. Lyon in command of the enemy's forces—4,000 men and seven pieces of artillery, 6 and 12 pounder rifled guns; Forrest at Heiman, with 8,000 men, five 12-pounders, and eighteen siege guns. The transport *Venus*, Lieutenant Gibson and party of recruits belonging to the Thirty-fourth New Jersey Volunteers, on board, were fired into by musketry above Paris Landing. Lieutenant Gibson returned the fire, and had a running fight until opposite the landing, when they were fired into by batteries. The captain of the *Venus* and 2 men of the Thirty-fourth New Jersey Volunteers were killed. The boat was captured and I have reason to believe the officer and balance of the men also.

S. MEREDITH,
Brigadier-General.

Captain J. BATES DICKSON,
Assistant Adjutant-General.

[Telegram.]

Cipher.] KINGSTON, GA., *November 3, 1864—9 p. m.*

I do not know what boats you have up the Tennessee now, but hear that No. 55 [*Undine*] has been captured by Forrest. I trust you will keep that river well patrolled, increasing the capacity of the boats according to the draft of water. If the present rains continue, one or two ironclads would do most important service. In a few days I will be off for salt water, and hope to meet my old friend D. D. Porter again. Will you be kind enough to write Hill and tell him to look out for me about Christmas from Hilton Head to Savannah.

During my absence please confer freely with Major-General Thomas, who commands in my stead.

W. T. SHERMAN,
Major-General.

Captain PENNOCK, U. S. Navy,
Mound City.

[Telegram.]

MOUND CITY, ILL., *November 1, 1864—6 p. m.*

Your telegram received. Will send all the gunboats up the Tennessee River that can possibly be spared.

A. M. PENNOCK,
Captain, Commanding Mississippi Squadron.

Major-General THOMAS.

[Telegram.]

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, Ill., November 1, [1864]—8 p. m.

Your telegram of this date to Captain Pennock is received, announcing your prompt action in sending up three gunboats and calling on Lieutenant-Commander Fitch for other gunboats, with which you will go up and operate against the blockade of the Tennessee.

S. P. LEE,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander J. W. SHIRK,
Commanding Ninth District, Paducah, Ky.

[Telegram.]

PADUCAH, KY., *November 1, 1864.*

Three gunboats have gone up the Tennessee to-day, and if Captain Fitch sends me more gunboats I will send them up also.

JAMES W. SHIRK,
Commanding.

Major-General THOMAS.

[Telegram.]

SMITHLAND, KY., *November 2, 1864.*

Your dispatch just received. I will reinforce Captain Shirk at once with four boats, all I have just now. I think there is no doubt but that we can reopen the Tennessee.

LE ROY FITCH,
Lieutenant-Commander.

Major-General THOMAS.

[Telegram.]

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, November 2, 1864.—11 a. m.

Your communication of yesterday and dispatch of to-day just received. Do what is practicable in the premises.

S. P. LEE,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander J. W. SHIRK,
Commanding Ninth District, Paducah, Ky.

[Telegram.]

JOHNSONVILLE, TENN., *November 2, 1864.*

Acting Volunteer Lieutenant E. M. King, with gunboats 29 [*Tawah*] and 32 [*Key West*], proceeded down the river this p. m., and 6 miles below met the 55 [*Undine*] and transport *Venus* coming for this place, and after thirty minutes' fight the *Venus* was disabled and fell into our hands. She is now at our levee. We captured on her two 20-pounder Parrotts, with over 200 rounds of ammunition for them.

H. HOWLAND,
Captain and Assistant Quartermaster.

General J. L. DONALDSON,
Chief Quartermaster.

Report of Acting Master Morton, U. S. Navy, transmitting complaint of Colonel Lowe, C. S. Army, of violation of flag of truce, November 5, 1864.

U. S. S. GENERAL THOMAS,
Bridgeport, Ala., February 9, 1865.

SIR: Enclosed letter from Colonel Lowe, C. S. Army, just reached me. The facts in the case are as follows: I was not at anchor, but on my way up river to look after a rebel force, said to have been attempting to cross the river. As I came in sight opposite Whitesburg Landing, we saw a cavalry column in a corn field in rear of landing. I trained guns on them. At this time saw the flag of truce; sent a boat with an officer to ascertain what was wanted. He found six or seven men on the bank, armed (or some of them were), who answered they wanted nothing of the gunboats. He then asked what cavalry those were in the rear, which they denied having seen. I fired three shots at the cavalry, not at the flag, nor have I ever fired on houses or citizens' dwellings, but ever endeavored to treat all with kindness when not in arms against us. I respect a flag of truce, and ever shall conduct my vessel in such humane manner as to defy the accusations of our enemies that we are dishonorable. I regret what has occurred and hope above explanation will be satisfactory.

Respectfully, your most obedient servant,

G. MORTON.

Lieutenant M. FORREST,
Commanding Eleventh District Mississippi Squadron.

[Endorsement.]

This will certify I was sent on shore November 5, 1864, to ascertain the purpose of a flag of truce at Whitesburg Landing, and the above statement of Captain Morton is correct. I saw the cavalry before I went in the boat; was officer of the deck. Orders from Captain Morton were to fire on the cavalry.

Respectfully,

A. C. ORCUTT,
Acting Master's Mate.

[Enclosure.]

HEADQUARTERS,

South Bank of Tennessee River, November 18, 1864.

GENERAL: Your attention is respectfully called to the facts and circumstances of the late violation of a flag of truce by the U. S. S. *Thomas*, on the Tennessee River. On the 5th instant I ordered Captain Hale, of my command, with 2 soldiers, and in company with 2 citizens, to repair to the south bank of the river to hold communication by flag of truce with the Federal officer at Whitesburg. My flag was at once answered by that officer. A preliminary conference was being held across the river, a white flag on either bank when the steamer *Thomas*, lying out in the river, sent a boat to this side, with a flag of truce in her bow, to know "what was wanted." Captain Hale replied that he was holding a truce with the land forces on the other side of the river, in accordance with a previous agreement to that effect. After a moment of idle conversation the naval officer, whose name and rank are unknown to me, turned his boat from the bank, saying to Captain Hale, "I advise you to leave here at once." To which reply was given, "I am under flag of truce and requested by the other side to remain here until my mission is accomplished." The boat pulled away from the bank, making signal to the steamer *Thomas*, which opened fire with artillery at short range upon my flag of truce, ending the truce—begun in good faith—with violence and treachery. This outrage upon an unprotected flag, though in character with the previous conduct of the U. S. gunboats on the upper Tennessee in shelling the private residences and negro quarters of citizens occupied by women and children without provocation or warning, is in this instance of a peculiar nature, insulting to both Governments; for, while the officer commanding the steamer *Thomas* was insulting my flag of truce, he had himself claimed the protection of a similar flag over his boat, which floated during the firing. Had I anticipated bad faith and allowed my men to wear arms, this boat would have been in easy range of my guns; but I had trusted to the sanctity of the white flag, under the laws and usages of civilized warfare. Had that flag been protected by aught save the supposititious honor of the public foe, the quick retaliation of the moment would have left me nothing to regret; but, as it was, I am compelled for the present to demand simply the name and rank of the officer perpetrating this outrage, with such apology or explanation as you may be able to offer.

I am, general, respectfully,

WM. M. LOWE,
Colonel, etc., C. S. Army.

Brigadier-General R. S. GRANGER.

[First endorsement.]

OFFICE OF THE PROVOST-MARSHAL GENERAL,
DISTRICT OF NORTHERN ALABAMA,
Huntsville, November 19, 1864.

Respectfully referred to Captain M. Forrest, commanding Eleventh District Mississippi Squadron, with request that the al-

leged facts be investigated, and, if true, that a suitable explanation or apology be made to Colonel Lowe.

By command of Brigadier-General R. S. Granger:

JOHN W. HORNER,
Lieutenant-Colonel 18th Mich. Vols., Provost-Marshal,
Dist. of Northern Alabama.

[Second endorsement.]

Referred to Captain G. Morton, commanding U. S. S. *General Thomas*, to be returned with a written statement in reply.

MOREAU FORREST,
Commanding Eleventh District Mississippi Squadron.

[Third endorsement.]

FLAGSHIP BURNSIDE, *February 10, 1865.*

Respectfully returned to General Granger.

As Colonel Lowe, C. S. Army, has made one false statement in regard to the gunboats firing on houses occupied by females, it is to be presumed that the whole letter is in consonance with that statement, and therefore false.

MOREAU FORREST,
Commanding Eleventh District Mississippi Squadron.

Extract from log of U. S. S. *General Thomas*, Acting Master Gilbert Morton, U. S. Navy, commanding.

Saturday, November 5, 1864.—At 2 p. m. came to anchor off Whitesburg. Flag of truce on the south side of the river communicating with our forces. 3 p. m., fired four shots at some rebel cavalry passing through the woods during the communication of the flag of truce.

A. C. ORCUTT.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the loss of U. S. steamers *Key West*, *Tawah*, and *Elfin*, November 4, 1864, during operations near Johnsonville, Tenn.

No. 8.] MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, November 5, 1864.

SIR: The light-draft (tinclads) gunboats *Tawah* (No. 29), *Key West* (No. 32), and *Elfin* (No. 52) were burned on the 4th instant in the Tennessee River near Johnsonville. After a severe engagement of several hours' duration, Acting Volunteer Lieutenant E. M. King, commanding *Key West*, considering it impossible to save the vessels, ordered them to be fired.

Previous to their destruction these gunboats had burned the *Undine* (captured by the enemy on the 30th ultimo) and recaptured the transport *Venus*. It was found necessary, however, to burn the

Venus and seven other transports at the same time that the gunboats were destroyed.

The enclosed copies of telegrams from Lieutenant-Commander Shirk and Acting Volunteer Lieutenant King give all the particulars thus far received.

I have the honor to be, very respectfully, your obedient servant,

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosures—Telegram.]

PADUCAH, *November 5, 1864.*

Just received dispatches from Johnsonville. On the 2d instant the *Key West* and *Tawah* disabled the *Undine*, with rebels on board, and captured the *Venus* with 20-pounder Parrott and 200 rounds of ammunition. Yesterday at 8 o'clock the *Undine* was fired. The *Elfin*, and *Tawah* went down and engaged battery of Parrotts above Reynoldsburg Island and found it too heavy for them. They returned to Johnsonville with guns of *Elfin* and *Key West* disabled. At 2 p. m. batteries above and below Johnsonville opened upon the gunboats. They went up opposite the upper battery, and after fighting until most of their ammunition was gone and the *Tawah's* Parrotts disabled, and finding that it was impossible to hold out any longer, the gunboats *Tawah*, *Elfin*, and *Key West* were burned. Seven transports and the prize *Venus* were also burned. Captain King reports that the other gunboats are below the batteries, and says that Johnsonville can only be saved by a large force of ironclads.

I respectfully ask that arrangements be made, so that by the time the river rises one or more ironclads may be ready to clear it out.

JAMES W. SHIRK,

Lieutenant-Commander, Commanding Seventh District.

Acting Rear-Admiral S. P. LEE,

Commanding Mississippi Squadron, Mound City.

JOHNSONVILLE, *November 4, 1864—4 p. m.*

At daylight this morning the *Undine* came up through the chute at Reynoldsburg Island, loaded [with] rebels, who fired her. At 8 a. m. the *Paw Paw* and three other gunboats came in sight. I went down with *Elfin* [and] *Tawah* and engaged a battery of 20-pounder Parrotts above Reynoldsburg Island, west side. It was too much for us. The *Key West* received 10 [shells] through upper works, 7 through the deck, and 2 through hull. Guns disabled on my boat and *Elfin*. Shell of *Tawah*, received from Nashville, mostly too large. At 10 a. m. we returned here. At 2 p. m. batteries opened on us opposite this place, above and below. The three boats and forts engaged. In shipping our cable it got foul of stern wheel and anchor was weighed. The *Tawah* took us in tow and we moved to bend opposite upper battery. Both batteries now opened on us. After firing away most all our ammunition, I gave orders to get ready to

fire the boats. *Tawah's* starboard bow Parrotts disabled and cases bent. Seeing it was impossible to hold out longer, we burned the boats reluctantly. *Paw Paw* and other boats are below, with batteries above and, I think, below them. My officers and crew I have ordered to the fort.

Johnsonville can only be saved by a large force and ironclads. Seven transports and our prize, *Venus*, are set on fire.

We have done the best we could. With a heavy heart I close this dispatch.

EDWARD M. KING,
Acting Lieutenant, Commanding Key West.

Commander J. W. SHIRK.

[Endorsement.]

This cipher was badly "bulled" in transmission. The above is correct, except some slight verbal changes, perhaps. I send copy by telegraph to Commander Shirk, Paducah.

Respectfully, your obedient servant,

W. MASON,
Manager, Cairo.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting additional reports regarding the loss of U. S. steamers *Key West*, *Tawah*, and *Elfin*.

No. 9.] MISSISSIPPI SQUADRON, FLAGSHIP *BLACK HAWK*,
Mound City, November 7, 1864.

Sir: Referring to my No. 8 of the 5th instant, I enclose (1) copy of Lieutenant-Commander Fitch's report, dated 5th instant, giving the details of the loss of the *Tawah*, *Elfin*, and *Key West*. Also (2) copy of letter from Lieutenant-Commander Shirk, dated 5th instant, enclosing two telegrams of 2d and 3d instant from Acting Volunteer Lieutenant King. The third telegram therein referred to, also from Acting Volunteer Lieutenant King, was forwarded to the Department in my No. 8.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Acting Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

U. S. S. MOOSE,
Tennessee River, November 5, 1864.

SIR: I have the honor to report that on the evening of the 1st instant, about 10 p. m., I received a telegram from Lieutenant-Commander J. W. Shirk, requesting me to render him such assistance as lay in my power.

It was too dark to get over the bars that night, so I was obliged to remain until daylight, when I got underway with three boats, the *Moose*, *Brilliant*, and *Victory*, and proceeded to Paducah.

After communicating with Lieutenant-Commander Shirk and understanding the nature of affairs, we thought in all probability that

Forrest's move above was for the purpose of cutting off the gunboats, and that in all probability an attack on Paducah was meditated. Lieutenant-Commander Shirk therefore thought it best that he should remain with the *Peosta* at Paducah, in case of an attack there, and that I should move on up the river with my three boats and overtake the three vessels, *Paw Paw*, *Fairy*, and *Curllew*, under charge of Acting Volunteer Lieutenant Jason Goudy, who had been sent up by Lieutenant-Commander Shirk in advance.

On the morning of the 3d instant I came up with Acting Volunteer Lieutenant Goudy just below Fort Hindman [Heiman]; he was at that time throwing a few shells on the hills to ascertain if possible the locality of the enemy. I directed the boats to be dropped back and formed them to move up the river in regular order, reserving their fire for the batteries should they open upon us. The river here was deep and wide enough to engage batteries should any open without the risk of grounding. Seeing nothing of the enemy, I moved on up the river to Paris Landing, [Tenn.], some 3 or 4 miles above, where I learned that Forrest had moved up toward Johnsonville with his entire command, and had some eighteen or twenty pieces of artillery. He also had with him the steamer *Venus* (on which he had mounted two rifle 20-pounder Parrotts) and the gunboat *Undine*, which was said to be in good running order. I found some of our wounded at Paris Landing, suffering for want of medicines, etc. One of them I brought on board this vessel; the others were not able to be moved. I therefore left with the surgeon attending them some medicines and moved on up the river.

At the crossing of the Memphis and Clarksville Railroad we came up with a force of cavalry, some 40 or 50, foraging. They were shelled and soon disappeared.

Above Turkey Island, or rather just below Green Bottom Bar, about 30 miles above Fort Hindman [Heiman], I came up to a large encampment about 9:30 p. m. We at once opened fire and drove them back, but I suppose not entirely away, as they could be heard during the night.

After shelling the encampment for a time, causing the rebels to extinguish their fires, I dropped down a little below the camp, and to where there was no road by which they could bring artillery on the bank abreast of me, and anchored for the night. I was then about 6 miles below Johnsonville. I did not advance farther, as there were some narrow places to run and bad bars to cross, and I knew not at what point I might come in contact with their artillery.

Early next morning, the 4th instant, I got underway and proceeded up the river to the foot of Reynoldsburg Island, where I could see the three gunboats above, the *Tawah*, *Key West*, and *Elfin*, under command of Acting Volunteer Lieutenant E. M. King. I moved up to the foot of the chute with three of my boats, the *Paw Paw*, *Fairy*, and this vessel (they having the longest ranged guns), and opened fire on a battery at the head of the chute in hopes of drawing their fire to ascertain the caliber of the enemy's guns, but they would not respond, and only moved their guns around in a small ravine or behind an embankment to protect them from our fire.

When we opened fire on this battery the *Key West*, Acting Volunteer Lieutenant King, moved down toward us, made his number,

and, I suppose, intended to come down to communicate, but if it was his intention to do so I presume he was prevented by a heavy battery placed in the false bend just above the point. This battery commanded the upper end of the chute, and was protected from my fire by a skirt of heavy timber on the point below. When the *Key West* approached this battery a heavy fire was opened on her (some thirty-odd shots were fired at her in twenty minutes), with what effect I am not able to say, but she backed up and again went above. I then opened on this battery, firing deliberately, so as not to waste any ammunition, but I did not think I could do much execution, owing to the heavy timber intervening.

When I started up the chute and the *Key West* started down, the enemy set fire to the *Undine* and abandoned her. I do not think the enemy got her guns, as it was reported that her guns were on her just before we opened fire on them. If this was the case, he had not time to remove any of them. Soon after she burned down her magazine exploded, and she lodged in the false bend above the island.

The *Tawah* captured the *Venus*, with two 20-pounder rifles and some 300 rounds of ammunition.

It was my intention at first to try to run the batteries and get above, but after considering everything, and seeing what little chance there was for any of my boats getting through, I thought it mere folly to attempt such a hazardous move, as I am almost confident that not over two boats out of six would have got through, and they could never have got back again.

I send you a rough sketch* of the river at this point, and also the position of the batteries.

You will see that in passing up to the right of the bar the channel is very narrow, and, to pass through, the boats would have to go within 50 yards of two rifle batteries, and the channel was so very narrow that but one boat could pass through at a time, and, if disabled, she would lodge on the head of the bar directly under the batteries and not over 100 yards distant. With one boat disabled and on the bar none of the others could assist her, as there was not room for another boat to pass up alongside to go above.

The current is very swift and the water shoal, so that, in going through, the vessels would have to go very slowly and one after the other, so that but one boat could engage the two batteries at a time, and in passing out she could not have used any of her guns, as she would have been stern-on.

Had there been a chance of my getting through with the loss of only one or two boats and then dislodging the enemy, I should have attempted it, but having no force on shore to cooperate with me or to take advantage of what I might gain, I did not see what I could accomplish; for, even had I got through, I could not drive them away permanently, and when I would attempt to come below again batteries would have been planted to fire into the stern of my boats. In fact, I firmly believe, had I made the effort, not a single boat would have got out of the river.

* See p. 630.

During the afternoon other batteries were moved to the river above, and commenced shelling the transports, which were fired. I do not know whether the shell fired them or they were set on fire by our forces in Johnsonville. The three gunboats above went up and engaged these batteries, but I think were all destroyed, as the firing was very rapid and heavy till nearly dark, and I think the gunboats were among the number we saw on fire.

When the firing opened above I again moved up the chute, thinking that the batteries there might have been removed, but after engaging them for some time I found that they occupied a position from which I could not dislodge them, and that they were to all appearances as strong as ever.

After dark firing ceased, and I found the enemy closing in abreast of me, doubtless with a view of planting batteries. I directed some of the boats to use canister on them, which drove them back from the bank.

Some time after dark I received information that Forrest was moving some of his heavy guns to get below me and prevent us getting out. As it had every appearance of fogging, which would prevent our running, I determined to drop below at once to where he could not cut us off. I therefore moved down to Paris Landing and anchored for the night, as I did not see that I could do any good above, and was confident that he would, owing to the low stage of water, get a battery into a position that would destroy some of the boats if I remained above them.

The *Key West*, *Tawah*, and *Elfin* fought desperately and were handled in magnificent style, but it is impossible for boats of this class, with their batteries, to contend successfully against heavy rifled field batteries in a narrow river full of bars and shoals, no matter with what skill and desperation they may be fought.

I will move up the river continuously, and if I can get Forrest's batteries in a position where I can bring our boats in action together, I think I can do him considerable damage, if not disable some of his guns.

During the afternoon a messenger from the fort came down to me and I sent up word to Acting Volunteer Lieutenant King to get the transports and the gunboats together, and as a last resort to run the batteries and get below to me, but above all not to let any of the transports fall into the enemy's hands. I am afraid he never received the dispatch, as Johnsonville was in all probability surrounded by the enemy.

I do not think Forrest can take the fort, but his shell or our forces have undoubtedly destroyed everything.

It is reported that Hood's entire army is coming in this direction. If this be true, there will be required a heavy boat with heavy metal in the Cumberland, as well as in this river, to keep communication open.

I am, very respectfully, your obedient servant,

LE ROY FITCH,

Lieutenant-Commander, Comdg. 10th Dist. Miss. Squadron.

Rear Admiral S. P. LEE,

Commanding Mississippi Squadron, Mound City, Ill.

[Endorsement.]

In forwarding this report I take pleasure in saying to the commander in chief that, from my knowledge of the Tennessee River, and of the class of vessels in the Ninth and Tenth Districts of this squadron, usually denominated tinclads, Lieutenant-Commander Le Roy Fitch and Acting Volunteer Lieutenant E. M. King (who commanded the boats at Johnsonville) have done all that men could do to defeat the plans of the enemy, and to uphold the honor of the flag.

If they were not successful it was not because they were not brave, prudent, and faithful officers, but because they were met by an overwhelming force of the enemy.

JAMES W. SHIRK,
Lieutenant-Commander, Comdg. 9th Dist. Miss. Squadron.

U. S. S. PEOSTA,
Paducah, Ky., November 5, 1864.

SIR: I have the honor to enclose for your information copies of three telegrams received this day by me from Acting Volunteer Lieutenant E. M. King, U. S. Navy, lately in command of the U. S. S. *Key West*.

I have the honor to be, sir, your most obedient servant,
JAMES W. SHIRK.

Acting Rear-Admiral S. P. LEE, U. S. Navy,
*Comdg. Mississippi Squadron, Flagship Black Hawk,
Mound City, Ill.*

[Subenclosures—Telegrams.]

No. 1.] JOHNSONVILLE, *November 2, 1864—6:30 p. m.*

At 3:30 to-day we fell in with *Undine* and the transport *Venus* near Green Bottom Bar, on their way to this place with rebel troops. Both boats had 20-pounder Parrotts. We disabled the *Venus* and captured her, with her Parrott guns intact, and 200 rounds of ammunition. *Undine* got away with shot through her. Weather so misty and dark, did not follow her. There are batteries probably near Green Bottom. All anxious about this place. Please send up more gunboats at once. *Venus* is now here; good prize. We feel sore about escape of *Undine*, but did not like to leave this place uncovered. She went down river faster than ever before. We won't allow this place to fall into enemy's hands, if our force can prevent, but please send up more gunboats. We were fired upon by volleys on our return at head of Reynoldsburg Island. The enemy have a large force about here. Rebels on board *Venus* escaped.

E. M. KING,
Acting Volunteer Lieutenant, Commanding.
Lieutenant J. W. SHIRK.

No. 2.]

JOHNSONVILLE, *November 3d, 1864.*

Yours of to-day received. Battery of 10-pounders reported below Reynoldsburg Island, west side. *Undine* in sight below the island. Have been down to her twice. She endeavors to decoy us below. Sharpshooters fired at us by volleys at head of island, west side. *Undine* full of troops; will try to board us to-night, I think. *Tawah* is moved head downstream, so as to command channel with her 30-pounders. Commanding officer sends his respects. We will do all in our power. Send large fleet of gunboats at once, if possible. Rebels are concentrating about here in force.

E. M. KING,

Acting Volunteer Lieutenant, Commanding.

Lieutenant-Commander SHIRK.

 [Telegram.]

NASHVILLE, TENN.,

November 6, 1864—9 p. m.

Your dispatch [of 5th] of 10 a. m. [from Cairo] to-day just received. Please accept my thanks for your promised cooperation. I have sent a small force to Johnsonville, which, having fortified itself, now feels confident of its ability to hold that place. I have not yet learned the result of Commander Shirk's expedition up the Tennessee to reopen its navigation. The garrison at Johnsonville reported that they could see his steamers, but were unable to communicate with him. I shall be very happy if you can aid me with some ironclads when the river gets high enough. I think we shall then be able to clear the enemy entirely out of west Tennessee.

GEO. H. THOMAS,

*Major-General, Commanding U. S. Volunteers.*Rear-Admiral S. P. LEE,
Cairo.

 [Telegram.]
MOUND CITY, *November 7, 1864—8 p. m.*

Push up the Tennessee with the *Peosta* to the relief of Johnsonville the moment the river, now rising, will allow, and send down a gunboat for Paducah, unless you have positive information which would make your leaving Paducah very improper.

Newspaper to-night contains telegram from Nashville, November 5, reporting 5 feet water on the shoals and river rising. Telegraph Captain Pennock for necessary ammunition. I will come up in the *Cincinnati* as soon as possible.

S. P. LEE,

*Acting Rear-Admiral, Commanding Mississippi Squadron.*Lieutenant-Commander J. W. SHIRK,
Commanding Ninth District, Paducah, Ky.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Shirk, U. S. Navy, to forward lists of arms, etc., saved from U. S. steamers *Key West*, *Tawah*, and *Elfin*.

MOUND CITY, *November 8, 1864.*

SIR: You will cause to be forwarded as early as practicable lists of the arms and other public property saved from the *Undine*, *Tawah*, *Key West*, and *Elfin*, as directed in the enclosed general order at this date.

Respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commanding J. W. SHIRK,
Commanding Ninth District, Paducah, Ky.

[Enclosure.]

GENERAL ORDER, }
No. 8. }

U. S. MISSISSIPPI SQUADRON,
FLAGSHIP BLACK HAWK,
Mound City, Ill., November 8, 1864.

When a public vessel is lost, her commanding officer will have triplicate lists made of the arms saved, and send one to the ordnance officer at the naval station, Mound City, one to me, and one to the Chief of the Bureau of Ordnance, Washington.

Observe the same course as to all other articles of public property saved, except that one of the lists should be sent to the commandant of the naval station at Mound City, and one to the chief of the proper bureau at Washington.

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Report of Acting Assistant Paymaster Hale, U. S. Navy, late of the U. S. S. *Tawah*, regarding the loss of that vessel.

NATIONAL HOTEL,
Louisville, Ky., November 8, 1864.

SIR: Being compelled by lameness and extreme prostration, caused by recent fatigue and 30 miles walking, to remain here for rest and recuperation a few days, I would very respectfully refer to the annexed copy of a telegram to you of this date.

After fighting the enemy's three batteries (of 20-pounder Parrott's) for thirty minutes our ammunition gave out and the vessel was ordered to be burned immediately, at which moment she was rapidly settling in the water, having received three shots in her hull and the siphon pump would not keep her free; these shots were in her bows and near the magazines. There was neither time nor opportunity to save anything in my department. The ward room and cabin were being torn to pieces by the direct and enfilading fire from the enemy.

Having at the East duplicates of my transactions since the commencement of this quarter they will be available to me in settling my accounts, and I would very respectfully renew my application in the

telegram to be ordered to Washington to settle my accounts. I lost all my private property.

I have the honor to be, very respectfully, your obedient servant,
D. W. HALE,
Acting Assistant Paymaster, U. S. Navy.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure—Telegram.]

LOUISVILLE, KY., *November 8, 1864.*

SIR: The *Tawah*, Government property, and accounts burned November 4. Having important facts to communicate personally relative to ironclads, I respectfully ask for orders to Washington to settle accounts. Narrowly escaped capture. Reached here, after much suffering, nearly out of money.

D. W. HALE,
Acting Assistant Paymaster, U. S. Navy.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Endorsements.]

I.

Without regard to ironclads, I recommend that Mr. Hale be ordered to Washington to settle his accounts.

H. B.

II.

Is it usual to order or to permit an officer to come on to settle accounts?

F.

III.

The pay officers of lost vessels have latterly been ordered to Washington to settle accounts.

E. M.,
For Chief.

General order of Acting Rear-Admiral Lee, U. S. Navy, regarding the transfer of the accounts of vessels lost October 30 and November 4, 1864.

GENERAL ORDER, }
No. 18. }

U. S. MISSISSIPPI SQUADRON,
FLAGSHIP BLACK HAWK,
Mound City, Ill., November 21, 1864.

1. The accounts of the officers and crews of the U. S. S. *Undine*, captured October 30, 1864, and of the U. S. steamers *Key West*, *Tawah*, and *Elfen*, destroyed November 4, 1864, will be taken up by

the paymaster of the receiving ship *Great Western* from the day subsequent to the loss of the vessels to which they belonged.

2. The paymasters of these vessels will make up and transfer the accounts of these officers and men to the paymaster of the *Great Western*.

3. The fleet paymaster will see that this order is observed in these and in similar future cases, and that the necessary returns are made of all missing persons.

S. P. LEE,
Acting Rear-Admiral, Commanding Mississippi Squadron.

[Telegram.]

NASHVILLE, TENN.,
November 4, 1864—10:30 p. m.
(Received 9 a. m., 5th.)

Colonel C. R. Thompson, commanding at Johnsonville, telegraphs this p. m. that three gunboats were disabled at Johnsonville to-day and abandoned and destroyed by fire by rebel batteries on the western bank of the Tennessee River, and that rebel batteries opposite the town on the other side of the river were engaging the batteries at that place. He also reports that the gunboats and transports captured by the enemy a few days since were all destroyed. In addition to the above, I have just received the following dispatch * from Lieutenant-Commander E. M. King to Commander Shirk, Paducah:
* * *

After reading this dispatch I have determined to send the Twenty-third Corps to Johnsonville. It is now on the way here for Pulaski. The first trains will reach town to-night and will be at once sent forward. I have telegraphed Colonel Thompson, who has a force of nearly 4,000 men, that he must not think of abandoning the place, and that reinforcements will reach him by to-morrow night. I do not see how the enemy can cross the river to attack the fort, and therefore feel sure that I can get Schofield's corps there in time. General Croxton reports from Shoal Creek bridge at 7:30 p. m. yesterday that the enemy was repulsed in their attempt to cross the Tennessee River at Blue Water, halfway between Florence and Elk River; that the force at Florence remains the same and in the same position as last reported by him. General Granger reports from Decatur, 10:05 a. m. to-day, that he sent scouts out on the Moulton and Courtland roads last night; that the party on the Moulton road saw no enemy and was informed by citizens that no enemy had passed that road since October 31. The party on the Courtland road drove back some Texas cavalry, which they ascertained to be part of the Texas Legion, of which three regiments are encamped between Decatur and Courtland. Citizens report to them that they were told by the soldiers and others, who came up from Tusculumbia, that the main part of Beauregard's army had gone to Corinth. He put one corps across the river at Florence and commenced fortifying, but he had moved on himself and had also withdrawn a part of that force.

* See p. 615.

The above statements are corroborated by citizens living on the Moulton road, who say that this is the general impression in that section.

GEO. H. THOMAS,

Major-General, U. S. Volunteers.

Major-General H. W. HALLECK,
Washington, D. C.

[Same to Major-General Sherman.]

[Telegram.]

NASHVILLE, TENN.,

November 4, 1864—8:30 p. m.

Nothing definite concerning the movement of Hood's main body. General Thomas is concentrating Schofield's, Stanley's, Steedman's, and Rousseau's commands near Pulaski without interruption. A strong force is repairing the part of the road destroyed by Forrest a month since. Forrest has guns in battery 2 miles below Johnsonville, on the west bank of the Tennessee, and to-day repulsed five gunboats which attacked him, and compelled them to fall back down the river. At the same time he engaged gunboats and land batteries at the town and compelled the destroying of three gunboats and two transports and the withdrawing of cars and engines beyond the range of their guns. This was the condition at dark.

J. C. VAN DUZER.

Major ECKERT.

Report of Captain Howland, U. S. Army, regarding operations at Johnsonville, Tenn., October 30 to November 5, 1864.

OFFICE CHIEF QUARTERMASTER OF DEPOT,

Johnsonville, Tenn., ———, 1864.

GENERAL: In compliance with your instructions, I have the honor to transmit the following report in regard to the late attack upon this place by the rebel forces under command of General Forrest, together with "the object and necessity for burning the barges and transports" at our levee: The first knowledge I had of the presence of rebels on the river was by telegram from Lieutenant-Colonel T. R. Weaver, commanding post at Pine Bluff, on Sunday morning, October 30, informing me that the transport *Mazeppa*, from Cincinnati, with a valuable cargo of 700 tons (principally clothing), was captured and burned by the rebels on Friday, October 28, at Fort Heiman, 2 miles above Fort Henry, and on the opposite side of the river. Later in the day I received another telegram from same source, informing me of rebel batteries at Fort Heiman and also at Paris Landing, 4 miles this side; that the gunboat *Undine* (55), with the transports *Cheeseman* and *Venus*, were between the two batteries, and that they needed assistance. I immediately reported to Lieutenant Williams, of gunboat *Tawah* (29), who proceeded at once down the river and engaged battery at Paris Landing, but was com-

pelled to return without reaching the besieged boats. On Monday morning, the 31st, I received another telegram that after six hours' fight the *Undine* was abandoned and, with the transports *Cheeseman* and *Venus*, had fallen into the enemy's hands. I also received the same day positive and reliable information that Forrest intended attacking this place on the following Wednesday or Thursday, all of which was telegraphed to yourself. I should here remark that at this time we had nothing worthy the name of fortifications, only one small block-house and a little earthwork thrown up on two hills overlooking the town and river, where were mounted the six 10-pounder Parrotts of the First Kansas Battery, the only guns then here. In addition to above we had about 700 men of the Forty-Third Wisconsin Infantry (a new regiment that had never been under fire); also one company of the Twelfth U. S. Colored Infantry, which, with some 20 mounted men from the Eleventh Tennessee Cavalry, comprised our whole military force. Gunboats *Key West* (32) and *Elfin* (52), under command of Acting Volunteer Lieutenant E. M. King, also reached here from above. The same morning Colonel C. R. Thompson, of the Twelfth U. S. Colored Infantry, commanding troops on the Nashville and Northeastern road, immediately ordered here all the men that could be spared from the different points along the line of the road, thus increasing our force by the addition of about 500 men from the Twelfth, Thirteenth, and One Hundredth Regiments of the U. S. Colored Infantry. During this and the few following days I also placed all employees that could possibly be spared from other work to assist in constructing fortifications about the place.

On Wednesday, November 2, it having become evident that an attack upon us was near at hand, Lieutenant Commanding King, with gunboats 32 and 29, started at about 3 p. m. on a river reconnoissance below this point. When some 5 miles below, in rounding a point in the river, he came upon the gunboat *Undine* (captured from us on the 30th instant) and the transport *Venus*, carrying two 20-pounder rifled Parrots, and both boats loaded with troops, steaming up the river for this place. Lieutenant Commanding King at once opened fire upon the boats, and after a sharp engagement of some twenty minutes the *Venus* was disabled, run into the shore, and abandoned. The *Undine* at once steamed down the river, and, owing to the heavy fog and mist, together with the fear of being decoyed into the rebel shore batteries, Lieutenant Commanding King returned with his boats and prize to this place. The *Venus* had on board when captured, in addition to the two 20-pounder Parrotts, with 200 rounds of ammunition for same, 100 boxes shoes, 2 bales blankets, 576 boxes hard bread, and other packages of quartermaster stores. The guns were taken from the *Venus* the same evening and placed in battery on the hill. The following day, Thursday, the 3d instant, at about 12 m., the *Undine* came in sight near the head of the island, little more than a mile below here. Our gunboats immediately moved down to engage her, when she steamed down the river for the evident purpose of decoying our boats into their shore batteries. This was repeated twice, the rebel sharpshooters who lined the banks on each occasion firing in volleys upon our gunboats. At about 4 p. m., I received a letter from Lieutenant Commanding King,

which was forwarded to Lieutenant S. W. Treat, acting assistant quartermaster, as per copy herewith attached. Colonel J. C. Peterson, with one section of artillery and some 300 volunteers from the quartermaster's department at Nashville, arrived this evening and went immediately to work in the mud and rain, throwing up intrenchments and preparing for defense. On Friday morning, the 4th instant, the *Undine* was again discovered lying at the opposite bank near the head of the island. Our gunboats immediately moved down, shelling the rebel sharpshooters along the shore as they advanced. When nearly within range of the *Undine* firing was heard below at the point nearly at the foot of the island. This proved to come from a number of gunboats that had just arrived from below, under command of Captains Fitch and Goudy, and were engaging some rebel batteries. Our three gunboats, under command of Lieutenant Commanding King, continued to advance upon the *Undine*, which had by this time been fired and abandoned by the enemy without their being able to remove a gun from her. The *Key West*, in advance, ran into a battery of heavy guns within 2 miles of Johnsonville and but a short distance above where the *Undine* was lying. She received 19 shots from 20-pounder guns, which passed entirely through her, before she could escape from this newly discovered battery. Our three gunboats at once returned to this place, the *Key West* in a disabled condition. The firing from our boats below continued heavy until about 11 o'clock when it ceased.

At this time Colonel Thompson directed that we arm and place in the intrenchments 500 of our citizen employees, which direction was immediately complied with under direction of Captain J. E. Montandon, acting assistant quartermaster. At about 2 p. m., the enemy were discovered planting batteries directly opposite, also above and below, our warehouses and levee. The gunboats opened fire upon them, as also did our batteries upon the hill. After some twenty minutes' firing a reply was received from all the rebel batteries and for nearly thirty minutes the cannonading was the most terrific I have ever witnessed. The gunboats fought magnificently and continued firing for more than twenty minutes after they were all disabled, when Lieutenant Commanding King was compelled to order them abandoned and burned. Our position was now most critical, our whole front, with the large warehouse and transfer building, stores, and transports, uncovered and almost unprotected. A large rebel force (as it has since been ascertained by trustworthy and reliable men who were captured from the transports below) of 13,000 men under Generals Forrest, Chalmers, Buford, Bell, and Lyon, with thirty-six pieces of artillery, twenty of them 20-pounder Parrotts, on opposite bank of the river. The small body of colored troops with the Kansas battery, and your own force of volunteer employees under Colonel Peterson, being the only force we could rely upon to face the enemy and defend our position. It was at this juncture—it having become evident the rebels would endeavor to cross sufficient force under the cover of their guns to obtain possession of our transports, they already having in their possession the cutter and gig of the *Undine*—that Colonel Thompson, upon the recommendation of Lieutenant Commanding King and other officers, directed me to destroy by fire all the transports, which direction was

immediately complied with (the water being of insufficient depth to submerge them below the main deck by scuttling, which would therefore only temporarily disable them). Soon as the transports were fired, the enemy directed their fire upon the warehouses and large pile of stores on the levee. The bursting of a shell soon fired the stores on the levee; also, the intense heat of the burning boats, which had been driven against the wharf by the strong wind, fired the stores in another place. The flames spread rapidly and soon communicated to the small transfer building, which, with its contents, was speedily consumed. Soon as I learned that the stores on the levee had caught fire, I directed Captain Montandon, with a large force of employees, to extinguish the flames if possible, but owing to the great heat and the constant fire of the sharpshooters, together with the batteries, they were able to accomplish but little; an occasional shell was thrown into town at intervals during almost the entire night.

At about 7 o'clock on the morning of the 5th, the rebels again opened their batteries upon the town and shelled it right vigorously for about one hour as a farewell salute, when, all hope of crossing the river in any large force having been destroyed by the destruction of the transports, they moved away, thus terminating the attack upon Johnsonville. * * *

Very respectfully, your obedient servant,

HENRY HOWLAND,
Captain and Assistant Quartermaster.

Brigadier-General J. L. DONALDSON,
Chief Qmr. Dept. of the Cumberland, Nashville, Tenn.

[Enclosure.]

U. S. S. KEY WEST,
Johnsonville, Tenn., November 3, 1864.

SIR: In the event of the gunboats being attacked to-night and disabled, I think it will be well for you to make preparation for destroying by fire all the transports now here, so that they may not fall into the enemy's hands. I think it will be well for you to be prepared beforehand. The gunboats will do everything possible to prevent any surprise, but be prepared.

Very respectfully,

E. M. KING,
Acting Volunteer Lieutenant, Commanding.

Captain HENRY HOWLAND,
Chief Quartermaster.

[Endorsement.]

You will communicate the above to the officers of all boats lying at our levee, with the information that it is ascertained that batteries are both above and below this place and that there will be an effort made to board and capture our gunboats to-night. You will not, however, fire any transports until it is certain they will fall into the hands of the enemy.

Very respectfully,

HENRY HOWLAND,
Captain and Chief Quartermaster.

Lieutenant TREAT,
Acting Assistant Quartermaster.

Extracts from report of Lieutenant-Colonel Sinclair, Assistant Inspector-General,
U. S. Army.

WASHINGTON, D. C., *January 7, 1865.*

SIR: I have the honor to submit the following report as the result of my investigation into the circumstances attending the destruction of a large amount of property on the Tennessee River between October 28 and November 5, 1864. * * *

The rebel cavalry, under Forrest, first made its appearance October 28 on the left bank of the Tennessee River, at Fort Heiman, 2 miles above Fort Henry, capturing the steamboat *Mazeppa* and a barge bound from Cincinnati, Ohio, to Johnsonville, Tenn., with a valuable cargo of quartermaster's and subsistence stores. After having landed the cargo the boat and barge were burned.

* * * * *

The rebels having placed batteries in position on the river at Fort Heiman and Paris Landing, 4 miles above, on the morning of the 30th of October, the gunboat *Undine* (55), with the steamboats *Cheeseman* and *Venus*, empty, bound from Johnsonville down the river, got between the batteries. The gunboat *Tawah* (29), Lieutenant Williams, commanding, proceeded down the river from Johnsonville and engaged the batteries at Paris Landing, but returned without reaching the besieged boats. After six hours fighting the *Undine* was abandoned, and with the *Cheeseman* and *Venus* fell into the enemy's hands on the evening of the 30th of October. Neither of these boats was disabled. The *Undine* and *Venus* were afterwards used by the rebels near Johnsonville; it is supposed they burned the *Cheeseman* near Paris Landing. The captain and part of the crew of the gunboat *Undine* made their escape to Pine Bluff. The loss on this boat was only 2 killed and 8 wounded. The crews of the *Cheeseman* and *Venus* were captured. Captain Howland [U. S. Army], was informed of the capture of these boats by telegraph from Pine Bluff on the morning of the 31st of October.

* * * * *

At 3 p. m., on November 2, Acting Volunteer Lieutenant King, with gunboats 32 [*Key West*] and 29 [*Tawah*], started from Johnsonville down the Tennessee. When some 5 miles below that point he met the gunboat *Undine* and steamboat *Venus*, carrying two 20-pound Parrott guns. These boats were loaded with rebel troops and were steaming up the river. Our gunboats opened fire upon the rebels. The *Venus* was disabled, run into the shore, and abandoned; the *Undine* steamed down the river. The gunboats returned with the *Venus* to Johnsonville. The *Venus* had on board, when captured, two 20-pounder Parrott guns, with 200 rounds of ammunition for same; 100 boxes of shoes, 2 bales blankets, 576 boxes hard bread, and a few other packages. The quartermaster's and subsistence stores had been taken from the *Mazeppa*. The guns and ammunition were removed from the boat; the other property was destroyed with the boat.

About 12 m., on November 3, the *Undine* came up the river, near the head of the island, little more than a mile below Johnsonville. Our gunboats moved down to engage her, when she steamed down the river for the purpose of decoying our boats into their shore bat-

teries. This was repeated twice, the rebel sharpshooters on the bank firing in volleys upon the gunboats.

On the morning of November 4 the *Undine* was discovered lying at the head of the island. Our gunboats moved down the river, and continued to advance upon her until she was fired and abandoned. The *Key West*, in advance, ran into a battery within 2 miles of Johnsonville and received nineteen shots before she was able to escape. Five of our gunboats came up the river and engaged the rebel batteries near the foot of Reynoldsburg Island, about 5 miles below Johnsonville, but were not able to get up. The military and naval force at Johnsonville on November 4 was as follows: Forty-third Wisconsin Volunteers, 700 men; detachments of the Twelfth, Thirteenth, and One hundredth U. S. Colored Infantry, — men; armed quartermaster's employees, 800 men; detachment of the Eleventh Tennessee Cavalry, 20 men; First Kansas Battery, six 10-pounder Parrott guns; Company A, Second U. S. Colored Artillery, two 12-pounder Napoleon guns; one section quartermaster's battery from Nashville, two 12-pounder Napoleon guns; two 20-pounder Parrott guns captured on *Venus*; gunboats *Key West* (32), *Elfin* (52), and *Tawah* (29). Colonel C. R. Thompson, of the Twelfth U. S. Colored Infantry, was in command of the troops and Acting Volunteer Lieutenant King of the gunboats. On the hill, near the river, there was an earthwork, the artillery being posted in and about this work. Part of the infantry was posted in this work and part in the rifle pits that had been thrown up on the flat north of the railroad. About 2 p. m. on the 4th of November the rebels were discovered planting batteries opposite, also above and below the warehouses and levee. The gunboats and land batteries opened upon them, and a reply was soon received from all the rebel batteries. It is said the gunboats continued firing until they were disabled, when Acting Volunteer Lieutenant King ordered them to be abandoned and burned. Fearing the rebels would cross the river and capture the steamboats, Colonel Thompson, upon the recommendation of Lieutenant King and other officers of the gunboats and Captain Howland, directed Captain Howland to destroy by fire all the transports, which direction was immediately complied with, the fire soon extending to the large pile of stores on the levee and from that to a warehouse, which, with its contents, was burned. After the boats were fired the rebels concentrated their fire upon the levee and warehouses to prevent the flames from being extinguished. When the stores on the levee caught fire Captain Howland gave orders to have the flames extinguished, but owing to the intense heat and the difficulty in getting men to go where they would be shot at, very little was done toward complying with the order. The large new warehouse, with what little property it contained, was not burned. Six barges in the river also escaped. After shelling the depot for a short time on the morning of the 5th of November, the rebels left the river. It is claimed by Colonel Thompson and others that there was danger of the steamboats falling into the hands of the rebels, as they had the two small boats of the *Undine* in their possession with which to cross the river and seize them. The armed force at Johnsonville was sufficient to have prevented any rebel force from crossing the river in two small boats at or near Johnsonville. The firing of the boats was premature. They

could have been temporarily disabled by scuttling and removing parts of their engines. The boats were fired at 3 p. m.; at the time the wind was blowing on the levee, whereas if they had waited until the wind changed the stores on the levee and in the warehouse, where the loss was greatest, would have been saved. The property on the steamboats and barges should have been landed between October 30 and November 4. After the fire a general system of theft was inaugurated, stealing clothing, hospital stores, and anything they could lay their hands upon. I was informed that some of the officers of the gunboats helped themselves to clothing and directed their men to take what they wanted. * * *

Our force sustained a loss of 8 men killed and wounded during the attack. * * *

Very respectfully, your obedient servant,

WILLIAM SINCLAIR,
Lieutenant-Colonel and Assistant Inspector-General.

Colonel JAMES A. HARDIE,
Inspector-General, U. S. Army.

Extract from report of Captain McConnell, Seventy-first Ohio Infantry, regarding operations about Johnsonville, Tenn., November 4-5, 1864.

HEADQUARTERS DISTRICT OF TENNESSEE,
Nashville, Tenn., November 14, 1864.

MAJOR: * * * I have the honor to report the statements of the following officers:

Captain James E. Montandon, acting assistant quartermaster, at Johnsonville, reports as follows:

Lieutenant King, commanding, on the 4th instant, called to see me and invited me to go down the river on the *Key West*. I went with him. Six miles below this place we came on the gunboat *Undine*, in the hands of the rebels, also the transport *Venus*, in their hands. As soon as they discovered us they ran around the point and disappeared. We ran down to the point, came in sight, and opened fire on them, capturing the *Venus* with 2 rifled 20-pounders, and towed her to Johnsonville, the *Undine* escaping. While running up to Johnsonville a rebel battery opened on the *Key West*, putting 19 shots through her before she could be got out of range. She was greatly disabled and returned to Johnsonville. I arrived here at about 2 p. m., and was put in command of 550 Government employees, and directed to put them in the intrenchments. Our battery was firing over the left of the line, where my employees were stationed, one of the 20-pounder guns going off and killing twenty mules in the corral near where the employees were stationed, completely demoralizing them and causing them to stampede immediately. About this time the gunboats were set on fire, and Captain Howland told me that he had ordered the transports to be burned.

* * * * *
Respectfully submitted.

S. J. McCONNELL,
Captain, Seventy-first Ohio Vol. Inftry.,
A. A. I. G. Dist. of Tenn.

Major B. H. POLK,
Assistant Adjutant-General, District of Tennessee.

General report of Acting Rear-Admiral Lee, U. S. Navy, transmitting dispatch from Major-General Sherman, U. S. Army, referring to capture of U. S. S. *Undine*.

No. 11.] MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, Ill., November 7, 1864.

SIR: I enclose for the information of the Department a copy of a confidential cipher telegram* from General Sherman to Captain Pennock, dated 9 p. m., November 3.

Lieutenant-Commander Shirk was here to-day, and reports too little water in the Tennessee for the *Peosta*, a tinclad with a good battery, now at Paducah and waiting for the rise in the river.

It is now raining and the Tennessee is rising. I am pushing the repairs of the ironclad *Cincinnati*, now repairing here, with all practicable dispatch, and shall go up the Tennessee in her the moment she is ready for service and the stage of water in the Tennessee will permit.

I have sent down the Mississippi to bring up the ironclad *Neosho*.

The loss of the services of the four monitors sent from this squadron to Rear-Admiral Farragut will be much felt, especially as several of the ironclads are out of order. The turtle ironclads are still deficient of their side armor, which was removed at Alexandria, La., and are now stationed along the Mississippi, to prevent the rebel general Smith from crossing troops to the east side of the river, which it is the object of the enclosed confidential circular † from General Canby, dated October 18, to prevent, and which we have so far been able to do.

I have organized a lively patrol of the Mississippi River, and will immediately make arrangements to keep the gunboats on the Tennessee River supplied with ammunition nearer the point of their operations than this place, on which they have heretofore depended.

I have the honor to be, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting reports showing the situation in Tennessee and Cumberland rivers.

No. 16.] MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, November 11, 1864.

SIR: I transmit enclosed copies of reports showing the present situation in the Tennessee and Cumberland rivers, as follows, viz: 1, 2, 3, from Lieutenant-Commander Shirk, dated 9th instant; 4, from Lieutenant-Commander Fitch, 9th instant; 5, from Lieutenant-Commander Shirk, 10th instant.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

* See p. 605.

† See p. 695.

[Enclosures.]

U. S. S. PEOSTA,
Paducah, Ky., November 9, 1864.

SIR: Since the loss of the U. S. gunboats *Undine*, *Key West*, *Tawah*, and *Elfn*, I have but the *Peosta* and *Paw Paw* remaining in the Ninth District, of which I have charge. Of these, the *Paw Paw* is in such bad condition as to be utterly worthless. Thus I am left with (in reality) but one vessel.

I most respectfully request that you will assign other vessels to the district as soon as convenient to you, as I am induced to believe that we will have plenty of work to do in the Tennessee River during the coming winter.

I respectfully suggest that the Tenth District may not be deprived of vessels with which to fill up the wants of the Ninth, as I am of the impression that both the Cumberland and Tennessee rivers will require strict and careful watching for some months to come.

I have the honor to be, sir, your most obedient servant,

JAMES W. SHIRK,

Lieutenant-Commander, Commanding Ninth District.

Acting Rear-Admiral S. P. LEE,
Commanding Mississippi Squadron,
Flagship Black Hawk, Mound City, Ill.

U. S. S. PEOSTA,
Paducah, Ky., November 9, 1864.

SIR: I have the honor to say to you that Lieutenant-Commander Fitch reports that Acting Volunteer Lieutenant E. M. King and the officers and men of the late U. S. gunboats *Key West*, *Tawah*, and *Elfn*, left Johnsonville for Nashville on the night of the 7th instant, en route for Mound City.

I have the honor to be, sir, your most obedient servant,

JAMES W. SHIRK,

Lieutenant-Commander, Commanding Ninth District.

Acting Rear-Admiral S. P. LEE, U. S. Navy,
Commanding Mississippi Squadron,
Flagship Black Hawk, Mound City, Ill.

U. S. S. PEOSTA,
Paducah, Ky., November 9, 1864.

SIR: I have the honor to enclose herewith a report of Lieutenant-Commander Le Roy Fitch, U. S. Navy, commanding Tenth District Mississippi Squadron, by which you will see that he has withdrawn the vessels of his command from the Tennessee and taken them up the Cumberland River. This was rendered necessary by both these rivers rising, and when such is the case the supplies for General Sherman's armies go via the Cumberland to Nashville, Tenn., and it requires all the vessels in his district to keep possession of the Cumberland.

Forrest has, in all probability, sent a portion of his forces to blockade the Cumberland, and it is necessary (absolutely so) that that river should be kept open.

It will take some time to clear away the débris of the wreck at the landing in front of Johnsonville, and until that is done and the Cumberland is again at a low stage of water, the Tennessee will not be required as a highway of supplies.

This rise in the Cumberland at the present time is very fortunate, as I have only two gunboats left in the Ninth District, and one of them is in need of immediate repairs. It will not do to leave this place unprotected for any length of time.

Since the late success of Forrest the light-draft gunboats will have lost, in his sight, all the moral effect they ever had, and I am more than ever persuaded that we ought to have one or two of the iron-clads in each of the Ninth and Tenth districts.

We will be much aided in our work upon the reporting of the *Cincinnati* and *Neosho*, promised us by you.

I have the honor to be, sir, your most obedient servant,

JAMES W. SHIRK,

Lieutenant-Commander, Commanding Ninth District.

Acting Rear-Admiral S. P. LEE, U. S. Navy,

Comdg. Mississippi Squadron, Flagship Black Hawk.

U. S. S. MOOSE,

Tennessee River, November 9, 1864.

SIR: I have the honor to report that after dropping down to Fort Hindman [Heiman] to get below the rebel batteries, as stated in my letter of the 5th instant, I was employed all that day (the 5th) in procuring wood for the boats, as nearly all were about out of fuel.

On the morning of the 6th I again started up the river, but it blew so hard that the pilots thought it dangerous to attempt to run the bars, as most of them were very crooked and rocky, and we ran great risks of striking and sinking some of the boats. I was therefore compelled to anchor till next morning, the 7th instant.

During the 6th instant, while at anchor a little above Heinman [Heiman] I kept out pickets on the hills to prevent the rebels coming in and planting batteries without our knowledge. Several of the enemy's cavalry approached the hills, but were driven back by our pickets.

On the morning of the 7th instant I got underway and again moved up the river. About 10 or 12 miles above Fort Heinman [Heiman] I got word that Forrest's forces had divided and that a portion of them were again moving for Paris Landing [Tenn.]. I left the *Paw Paw* and *Victory* above to gain more positive information, and dropped back with the remainder of the boats to Paris Landing to prevent a battery being brought in at that place. At 4 p. m. the *Paw Paw* and *Victory* again joined the rest of the fleet.

On the morning of the 8th I again moved above with all the boats except the *Paw Paw*, which vessel was about out of fuel. I therefore

left her below Fort Heinman [Heiman] to prevent the enemy's bringing in batteries during our absence.

At White Oak Island, about 15 miles below Johnsonville, I learned that the rebels had planted a battery of four guns during the night of the 4th instant to cut us off. The channel at White Oak is very narrow and runs close in under the left bank, the current is very swift, and boats in passing through this chute would have to pass (either in going up or down) within 20 yards of the enemy's guns and directly stern to. This battery could have disabled all our boats, but fortunately I had anticipated the move, hence my object in dropping below them that night, as mentioned in my report of the 5th instant. At noon of the 5th the rebels, finding that we were below them, moved their guns back to Paris. I went on through to Johnsonville without meeting the enemy, and after communicating with the commander of the post I returned to Fort Heinman [Heiman] and anchored till morning. I found in going up that our chances of running the batteries were much less than I had calculated; the enemy had 9 guns masked that could have fired on a single boat at any time, 4 directly ahead, 2 broadside, and 3 directly in her rear. The shape of the river is such that a portion of the time not a single gun could have been brought to bear on any of them, and only 2 guns could have been brought to bear at any time. Several times we were abreast and a little above their lower battery, but they did not fire; their orders were positive not to fire a single shot or to show themselves till all the boats had entered the chute and got above the two lower batteries. Independent of these batteries the banks were literally alive with sharpshooters in rifle-pits, who would have picked off every man that had showed himself, as we would have had to pass within 20 yards of them, and the banks were higher than our hurricane roofs. After closely viewing their position, I am confident that had I attempted to run this chute, every boat would have been destroyed and not a single man would have escaped.

It is reported that Forrest is crossing a heavy force above, to stop supplies on the Cumberland. I therefore thought it best, as nothing more could be done in this river just now without the aid of an iron-clad, to withdraw the boats of my division and return to the Cumberland, to look out for matters there and protect the transports against the numerous guerrillas now along that stream.

Enclosed I send you a more perfect sketch of the position of the rebel batteries. In the other sketch I did not get the bend of the river quite correct, and two guns were placed much lower down the chute than I had at the time any idea of.

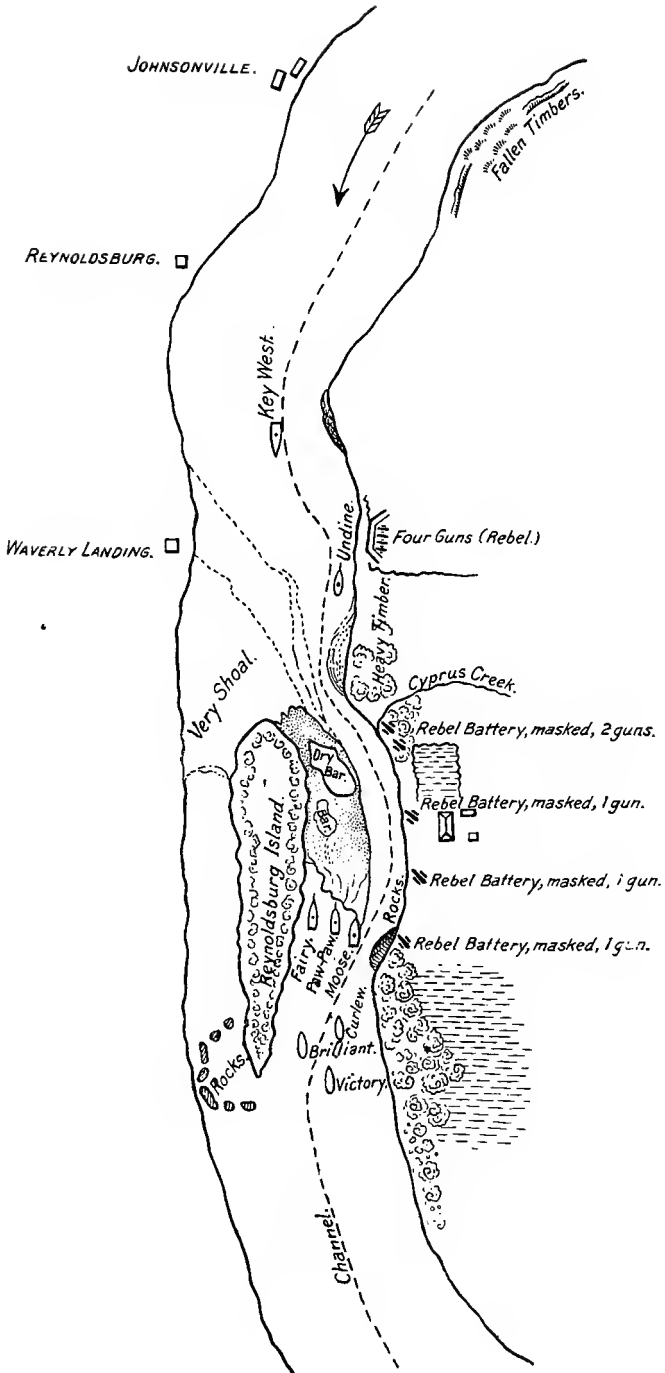
I have the honor to be, very respectfully, your obedient servant,

LE ROY FITCH,
*Lieutenant-Commander, Commanding
Tenth District Mississippi Squadron.*

Acting Rear-Admiral S. P. LEE,
Commanding Mississippi Squadron, Mound City, Ill.

U. S. PEOSTA,
Paducah, Ky., November 10, 1864.

SIR: I am this morning in receipt of a communication from Lieutenant-Commander Le Roy Fitch, U. S. Navy, commanding Tenth



District Mississippi Squadron, in which he asks me to "tell the admiral that it will be impossible for me to do with any less boats. All the freight is going up here now, for a time at least, and to do all the convoying and protect the Ohio, too, with a less number of boats, will be impossible. Both rivers are swarming with guerrillas, and I do not now know but there may be batteries between here and Nashville." He found 40 transports at Smithland, awaiting convoy for Nashville, with army supplies.

I have the honor to be, sir, your most obedient servant,

JAMES W. SHIRK,

Lieutenant-Commander, Commanding Ninth District.

Acting Rear-Admiral S. P. LEE, U. S. Navy,

Commanding U. S. Mississippi Squadron.

[Telegram.]

FLAGSHIP BLACK HAWK,

Mound City, November 10, 1864—9 p. m.

Your telegram of 7th just received. I learn this afternoon that Fitch's light division did not go above Johnsonville, [Tenn.], but returned to Smithland to convoy 40 army transports to Nashville.

Shirk, having lost four, has but two tinclads at present for Tennessee River. The Cumberland being navigable, your transports now take that river. I am pushing to put one ironclad on each, and have a third ironclad convenient for either Tennessee or Cumberland.

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Major-General GEO. H. THOMAS,

Nashville, Tenn.

[Telegram.]

MOUND CITY, November 11, 1864.

Your telegram of this date received on my return to-night.

Lieutenant-Commander Fitch returned from Tennessee to Cumberland River on 9th instant to convoy army transports to Nashville.

Will immediately inform and instruct him as to your wishes.

S. P. LEE,

Rear-Admiral, Commanding Mississippi Squadron.

Brigadier-General ROBT. ALLEN,

Louisville, Ky.

[Telegram.]

FLAGSHIP BLACK HAWK,

Mound City, November 11, 1864.

Brigadier-General Robert Allen telegraphs from Louisville requesting convoy for a large number of vessels up the Cumberland. Render all the assistance and protection in your power.

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander LE ROY FITCH,

Commanding 10th Dist. Miss. Squadron, Smithland, Ky.

[Telegram.]

HEADQUARTERS DEPARTMENT OF THE CUMBERLAND,
Nashville, November 12, 1864—11 a. m.

Your telegram of 9 p. m. (10th) is received. I shall be very glad if you can spare three ironclads you mention and station them as you propose. I will notify you in ample time when I get ready to use the Tennessee River.

GEO. H. THOMAS,
Major-General, U. S. Volunteers, Commanding.

Rear-Admiral S. P. LEE,
Mound City, Ill.

[Telegram.]

HEADQUARTERS DEPARTMENT OF THE CUMBERLAND,
Nashville, [Tenn.], November 26, 1864.

If you have any ironclads which can resist heavy shot I will be obliged if you will order them up the Tennessee River as far as they can go on a reconnoissance. Hood is threatening Columbia now, and I am anxious to know positively whether he has all his force with him or not.

GEO. H. THOMAS,
Major-General, Commanding.

Rear-Admiral LEE,
Mound City.

[Telegram.]

MOUND CITY, November 26, 1864—9.45.

Telegram received. Will do as you desire, and notify you.

S. P. LEE,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Major-General GEO. H. THOMAS,
Florence, Ala.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Shirk, U. S. Navy, for a reconnoissance in view of threatened attack upon Columbia, Tenn.

Confidential.]

MOUND CITY, November 27, 1864.

SIR: I have received a confidential telegram from Major-General Thomas, from Nashville, Tenn., dated 26th instant, stating that Hood is threatening Columbia, and requesting that if I have any ironclads which can resist heavy shot I will send them as far up the Tennessee as they can go, on a reconnoissance, as he is anxious to know positively whether Hood has all his force with him or not.

I have telegraphed Lieutenant-Commander Fitch to send the *Neosho* to Paducah to report to you. Ascend the Tennessee and

make the reconnoissance, if practicable, and inform, by safe channels, General Thomas and myself of the result.

Besides the *Neosho* you can, as you request, take the *Carondelet*, which will be ready to leave here at daylight to-morrow. The *Peosta* and *Volunteer* are available for this service. Take all the necessary ammunition and fuel that you can for the ironclads.

Respectfully, yours,

S. P. LEE.

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander J. W. SHIRK,

Commanding Ninth District, Mound City, Ill.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Fitch, U. S. Navy, for a reconnoissance in view of threatened attack upon Columbia, Tenn.

Confidential.]

MOUND CITY, November 27, 1864.

SIR: General Thomas telegraphs a request that an ironclad reconnoissance be made as far up the Tennessee as possible, as he is anxious to know whether Hood, who is now threatening Columbia, has his whole force with him or not.

I send the *Carondelet* in tow of the *Volunteer* to Paducah. I telegraphed you this morning to send the *Neosho* there to report to Lieutenant-Commander Shirk. It is reported to me this evening that he is sick, and I desire you to make this reconnoissance; notify General Thomas and myself of the result by early and safe means. You can either take both ironclads or the *Neosho* only, with such other boats as you may think best. A coal barge should be towed up as far as Johnsonville for your use; retain the *Volunteer* for this or other necessary service.

Respectfully, yours,

S. P. LEE,

Commanding Mississippi Squadron.

Lieutenant-Commander LE ROY FITCH,

Commanding Tenth District, Smithland, Ky.

Order of Acting Rear-Admiral Lee, U. S. Navy, to commanding officer of U. S. S. *Volunteer*, to report for duty to Lieutenant-Commander Fitch, U. S. Navy.

MOUND CITY, ILL., November 27, 1864.

SIR: Proceed with the *Volunteer* under your command, towing the *Carondelet* to Paducah, and report to Lieutenant-Commander Fitch for further orders.

Respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

COMMANDING OFFICER U. S. S. VOLUNTEER.

[Telegram.]

MOUND CITY, *November 27, 1864—9:30 a. m.*

Send *Neosho* to Paducah to report to Lieutenant-Commander Shirk, with orders to fill up with coal and prepare for immediate service on arrival there.

S. P. LEE.

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander LE ROY FITCH,
Smithland, Ky.

[Telegram.]

MOUND CITY, *November 27, 1864—6:15 p. m.*

Proceed to Paducah, where you will find orders brought by *Volunteer*.

S. P. LEE.

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander LE ROY FITCH,
Commanding Tenth District, Smithland, Ky.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Fitch, U. S. Navy, for protection of working party while constructing fort and magazine at Johnsonville, Tenn.

MOUND CITY, *November 27, 1864.*

SIR: I have directed Lieutenant-Commander Shirk to request the army authorities to construct a naval magazine at Johnsonville, and he informs me that they will do so, and that a fort would be constructed opposite Johnsonville where a gunboat is desired to protect the working party. You will detail the *Carondelet* and *Peosta* for this service when they can be spared. Consult with the army authorities in regard to the construction of the magazine, requesting that it be large enough to contain a full supply of ammunition for all the vessels operating in that vicinity.

Until Lieutenant-Commander Shirk recovers and resumes his duties, the Ninth District will be under your command in addition to the Tenth.

Instruct commanding officers whilst in the Tennessee to observe every precaution against torpedoes.

Respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander LE ROY FITCH,
Commanding Ninth and Tenth Districts.

[Telegram.]

PADUCAH, KY., *November 28, 1864—12:30 p. m.*

I am waiting to see Lieutenant-Commander Fitch. Notify him if practicable.

S. P. LEE,
Acting Rear-Admiral, Commanding Mississippi Squadron.
 JUNIOR NAVAL OFFICER,
Smithland, Kentucky.

[Telegram.]

MOUND CITY, *November 28, 1864.*

Telegram received. Will do as you desire, and notify you.

S. P. LEE,
Acting Rear-Admiral, Commanding Mississippi Squadron
 Major-General THOMAS.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Thomas, U. S. Army, regarding measures of protection for the army forces in the Cumberland River.

FLAGSHIP BLACK HAWK,
Paducah, November 29, 1864—a. m.

At the suggestion of General Meredith, and in view of the reported movements of General Hood, I have sent the two ironclads (which I had got here yesterday to make the reconnoissance you desired) to the Cumberland to protect the passage of the troops under General Smith and your supplies to Nashville.

Lieutenant-Commander Fitch is directed there to communicate in person with you at Nashville, and then to take the two ironclads from the Cumberland up the Tennessee to make the reconnoissance or to flank Hood, unless you think their services more necessary on the Cumberland.

Would that I had a good ironclad force on both rivers. I will have another ironclad for this service in a few days. I have been making every effort to meet your wishes, but have met with unexpected delays. If, however, the intelligence we have here is correct, you are already possessed of the intelligence you desired, and the present disposition of the ironclads is the best for cooperation with you.

I have the honor to be, general, very respectfully yours,
 S. P. LEE,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Major-General GEORGE H. THOMAS,
Nashville, Tenn.

[Telegram.]

BRIDGEPORT, *November 29, 1864.*

I have notice that the draw of this bridge will be closed for twenty days. Have you any preference in regard to the disposition of my vessels?

MOREAU FORREST,
Commander, U. S. Navy.

Major-General THOMAS.

[Telegram.]

NASHVILLE, *November 29, 1864.*

Your dispatch of this day is received. Hold your boats below the bridge at Bridgeport so that you can patrol the river below.

GEO. H. THOMAS,
Major-General, U. S. V., Commanding.

Captain MOREAU FORREST,
Commanding U. S. Gunboats, Bridgeport, [Ala.]

[Telegram.]

NASHVILLE, *November 30, 1864—3 p. m.*

As soon as the ironclads return to Paducah, please order them into the Cumberland to patrol that river and convoy transports up and down. Hood at present has a cavalry force so much larger than mine that I have been compelled to fall back and concentrate on Nashville. But as soon as I can get my cavalry back from Louisville I feel confident I can drive him back.

GEORGE H. THOMAS,
Major-General, U. S. Army, Commanding.

Admiral S. P. LEE,
Mound City.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Fitch, U. S. Navy, for convoy duty in the Cumberland River, as requested by Major-General Thomas, U. S. Army.

Confidential.] MOUND CITY, *December 1, 1864—1 a. m.*

SIR: Major-General Thomas, telegraphing from Nashville at 4:30 p. m. yesterday, desires me, as soon as the ironclads return to Paducah, to order them into the Cumberland to patrol that river and convoy transports up and down. He states that General Hood, having a much larger cavalry force than his own, he has been compelled to fall back and concentrate on Nashville, but as soon as he can get his cavalry back from Louisville, feels confident he can drive him back.

You will therefore return to the Cumberland with the ironclads and perform the service requested.

Respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander LE ROY FITCH,
Commanding Ninth and Tenth Districts.

[Telegram.]

FLAGSHIP BLACK HAWK,
Mound City, Thursday, December 1—1 a. m.

Your dispatch of yesterday afternoon received, and I have ordered the ironclads to return to the Cumberland and convoy your transports up and down that river. I also send a similar order by dispatch boat to Paducah. On Sunday I will have another ironclad ready and will send it to Smithland ready to operate on either river, and expect to go there myself.

S. P. LEE,
Acting Rear-Admiral.

Major-General GEORGE H. THOMAS, U. S. Army,
Nashville, Tenn.

Send in cipher from Cairo.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Brigadier-General Meredith, U. S. Army, commanding at Paducah, Ky., regarding proposed cooperation in Cumberland River and withdrawal of Major-General Thomas to Nashville.

BLACK HAWK,
Mound City, December 1—1 a. m.

General Thomas, in a confidential dispatch dated Nashville, November 30, 4:30 p. m., desires me to send the ironclads, as soon as they arrive at Paducah, to the Cumberland, to convoy army transports up and down that river.

This I have ordered by cipher telegram and by a dispatch sent herewith by a special boat, to provide against any accident to the wires.

General Thomas mentions that, Hood's cavalry being so superior to his, he has been obliged to fall back upon Nashville and concentrate there, and that as soon as his cavalry returns from Louisville he will drive Hood back.

I expect to be up with another ironclad, the completion of which I am urging here, on Sunday next.

Very respectfully and truly, yours,

S. P. LEE,
Acting Rear-Admiral.

General MEREDITH.

[Telegram.]

NASHVILLE, December 1, 1864—9:20 p. m.

Your communication by Commander Fitch and telegram of 1 a. m. this date are received, and I am much indebted to you for having changed the destination of the ironclads. Commander Fitch thinks if the ironclad you expect at Smithland was stationed at Clarksville the river could then be perfectly safe. Will you please order it to Clarksville?

GEO. H. THOMAS,
Major-General, U. S. Volunteers, Commanding.

Admiral S. P. LEE,
Mound City.

[Telegram.]

NASHVILLE, *December 1, 1864—9:30 p. m.*

After General Schofield's fight of yesterday, feeling convinced that the enemy very far outnumbered him both in infantry and cavalry, I determined to retire to the fortifications around Nashville until General Wilson can get his cavalry equipped. He has now about one-fourth the number of the enemy, and consequently is no match for him. I have two ironclads here, with several gunboats, and Commander Fitch assures me that Hood can neither cross the Cumberland nor blockade it. I therefore think it best to wait here until Wilson can equip all his cavalry. If Hood attacks me here, he will be more seriously damaged than he was yesterday. If he remains here until Wilson gets equipped, I can whip him, and will move against him at once. I have Murfreesboro strongly held and therefore feel easy in regard to its safety. Chattanooga, Bridgeport, Stevenson, and Elk River Bridge also have strong garrisons.

GEO. H. THOMAS,
Major-General, U. S. Volunteers, Commanding.

Major-General HALLECK,
Washington, D. C.

[Telegram.]

NASHVILLE, TENN., *December 2, 1864—2 p. m.*

Arrived here this afternoon. Major-General George H. Thomas is well pleased with the movement. Our force all drawn into Nashville. Enemy close by and may attempt cross river below. I have the boats so arranged as to prevent it. Am keeping up vigilant patrol from here to Clarksville. All is working well. I would request that when the *Cincinnati* is ready she be sent to Clarksville, from where she can operate quickly either up or down, as there is telegraph there.

FITCH.

Acting Rear-Admiral S. P. LEE,
Mound City.

NOTE.—This came in cipher. Operator at Nashville says Fitch dated 1st, but sent 2d.

WM. F. MASON.

[Telegram.]

MOUND CITY, *December 2, 1864.*

Your confidential telegram of 1st received this afternoon. I will do as you wish soon as the ironclad is repaired, which will take several days.

The aid who probably penned your dispatch of the 30th communicated an order instead of a request.

Please accept my sincere congratulations on your success at Franklin, and when convenient and practicable inform me of the military situation.

S. P. LEE,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Major-General GEO. H. THOMAS,
Nashville.

By telegraph in cipher from Cairo.

[Telegram.]

Cipher.] NASHVILLE, *December 3, 1864.*

Your telegram of yesterday received last night. My force of cavalry and infantry at Franklin being so much less than that of the enemy I determined to fall back to this place to concentrate my infantry and give time to General Wilson to arm and equip sufficient cavalry to meet Forrest. I have here now nearly as much infantry as Hood, and in a few days hope to have cavalry enough to enable me to assume the offensive. In the meantime Captain Fitch has cheerfully complied with my request to patrol the river above and below the city. I am therefore in hopes we shall in a few days be able to take the offensive on pretty even terms with the enemy. I regret much that my telegram of the 30th implied an order to you, which was not intended.

With many thanks for your previous prompt cooperation,
I am, yours, truly,

GEO. H. THOMAS,
Major-General, Commanding.

Admiral S. P. LEE,
Mound City.

[Telegram.]

Cipher.] MOUND CITY, *December 3, 1864—5 p. m.*

Your confidential dispatch of 11 o'clock yesterday just received. Accept my heartiest thanks for the information given and correction made. I have had night and Sunday work done to get another and good ironclad ready. Hope to see you in a few days. Please instruct operators always to hand you a copy of my telegrams to my officers operating near you.

Wishing you the fullest success, faithfully, yours,

S. P. LEE,
Rear-Admiral.

Major-General THOMAS.

[Telegram.]

MOUND CITY, *December 3, 1864—5 p. m.*
(By telegram and from Cairo, cipher.)

Continue as ordered on first instant to patrol the Cumberland. I hope to bring the *Cincinnati* up in two or three days. She has been

worked on day and night and Sundays. Continue always to cooperate most heartily with General Thomas and the army.

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-[Commander] LE ROY FITCH.

Letter from Major-General Thomas, U. S. Army, to Lieutenant-Commander Fitch, U. S. Navy, requesting a patrol of the river to Carthage, Tenn.

HEADQUARTERS DEPARTMENT OF THE CUMBERLAND,
Nashville, Tenn., December 3, 1864.

CAPTAIN: The major-general commanding directs me to say that inasmuch as the enemy has made no attack to-day, and great uncertainty attends his movements, he thinks it unsafe to trust the courier line between Gallatin and Carthage to bring us information of any attempt which might be made by the rebels to cross the river above here, and is of the opinion that, to render us secure, you had better patrol the river as far as Carthage with at least one ironclad and two gunboats, if you think there is sufficient water in the channel to enable you to do it.

Very respectfully, your obedient servant,

WM. D. WHIPPLE,

Assistant Adjutant-General.

Captain LE ROY FITCH,
Commanding Squadron, Nashville, Tenn.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting reports regarding successful operations at Bell's Mills, Tenn., December 3-4, 1864, and operations near Nashville to December 16.

MISSISSIPPI SQUADRON, FLAGSHIP FAIRY,
Tennessee River, December 29, 1864.

SIR: I transmit enclosed copies of reports dated December 4 and 17* (1 and 2) from Lieutenant-Commander Le Roy Fitch, commanding Tenth District Mississippi Squadron, in reference to his successful operations below Nashville in cooperation with General Thomas.

I take pleasure in bringing to the Department's notice the good conduct in action of Lieutenant-Commander Fitch and the officers and men under his command who engaged the enemy. I desire to call particular attention to the conduct of Pilot John H. Ferrell and Quartermaster John Ditzenback, who, when the flagstaff of the *Neosho* had been shot away, left the pilot house while the vessel was still under fire, and made the flag fast to the stump of the highest mast remaining. I would recommend that a medal of honor be awarded to the latter.

The laborious and vigilant patrol of the Mississippi by the Navy prevented the rebel troops from crossing that river, as required by Mr. Davis's intercepted cipher dispatch, to join General Hood and oppose General Thomas, and I hope this important service will be appreciated by the Department.

* See pp. 641, 649.

The active movement of the gunboats which I have required causes the consumption of an unusual quantity of coal and calls for increased repairs, but this is unavoidable.

I have the honor to be, sir, very respectfully, yours,
S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. S. MOOSE,
Off Nashville, Tenn., December 4, 1864.

SIR: I have the honor to report that yesterday, the 3d instant, being apprehensive of an attack from the enemy on the right of our army, resting on the river below, I stationed the *Carondelet*, Acting Master Charles W. Miller, commanding, in a position to assist that portion of our lines, keeping the other boats in readiness to move wherever they might be required.

During the day I made several trips with this boat to see that all was clear, and in the afternoon sent the *Springfield*, Acting Master Edm. Morgan, up the river to convoy some transports and work with the army gunboats above.

After returning from below, about 9 p. m., I received intelligence that the enemy's left wing had struck the river and had batteries planted at Bell's Mills, about 4 miles below Nashville by land but 18 by river, and that they had captured two steamers. I at once determined to either recapture the two steamers or cause the enemy to destroy them that night, although it was dark and clouding over. I therefore directed the commanding officer of the *Neosho*, Acting Volunteer Lieutenant Samuel Howard, to move down with his vessel and relieve the *Carondelet*, and, leaving the *Brilliant* to operate with her, moved down with the other boats in the following order: *Carondelet*, *Fairplay*, *Moose*, *Reindeer*, and *Silver Lake*.

I directed Acting Master Miller to run below the lower batteries, giving them grape and canister, then round to and come back and fight them upstream. I also directed Acting Master George J. Groves, commanding the *Fairplay*, to follow close after the *Carondelet* and act with her; and Acting Volunteer Lieutenant H. A. Glassford, commanding *Reindeer*, to follow this vessel and act with me; the *Silver Lake*, Acting Master J. C. Coyle, to take the rear of the line.

The boats moved down perfectly quiet, with no lights visible, and were not seen by the enemy until the *Carondelet* opened fire on their lower battery and encampment.

She was then a little above the lower battery and about a quarter of a mile below the upper guns, the *Fairplay* was at this time a little below the upper battery, and this vessel abreast of it, while the *Reindeer* was about 50 yards above.

As soon as the *Carondelet* opened fire the enemy poured a heavy volley of musketry into the boats along the entire line, and also opened on us with their upper battery of four guns. About this time the *Fairplay* had stopped to keep from running into the *Carondelet*,

and the smoke from the guns and smokestacks, combined with our steam, settled around us so very thick in this bend that I could see nothing nor could the pilots see where we were running; so, finding myself nearly in contact with the *Fairplay*, I was also obliged to stop, and after the *Carondelet* and *Fairplay* had passed below the bend I found myself still in the smoke and in rather a bad position, as the batteries were then firing directly into me and so far on my port quarter that we could not bring our guns to bear. I therefore directed the pilots to back up, as it was clear above and below it was intensely thick. I was afraid by this time the *Carondelet* and *Fairplay* had passed the lower battery, rounded to, and were again moving up, which would make our chances for colliding very great. I therefore decided to back up again about the upper battery, as I could not remain where I was long enough for the smoke to lift; and, as the rebels were now giving this boat their entire attention, made it also dangerous to attempt to round to. In backing up above the batteries, I necessarily moved slowly, but the pilots, John H. Ferrell and George W. Rowley, handled the vessel so magnificently that we were able to keep our guns working on them so rapidly that in a great measure they were kept silent.

When I got above the battery where I could use the port broadside and bow guns, they soon ceased firing, as the *Reindeer* had by this time got above their guns, rounded to, and was in a good position to assist this vessel in case she was disabled. After getting out of their immediate range I rounded to and lashed alongside of the *Reindeer*, intending to engage them with the two boats lashed, so that we could handle [them] better, but by this time the firing had entirely ceased, and as it was very dark under the shade of the hills I concluded to wait till daylight, knowing that the *Carondelet* and *Fairplay*, which were below the lower battery, would keep everything quiet and take care of the captured steamers.

The musketry along the bank and on the hillside was for a time very annoying, but we soon drove them off. The firing from their battery for a time was very rapid, but their guns were not well aimed; most of their shell and all their grape passed entirely over us; this, I presume, was owing to our being so close to them. The river at this point is not over 75 or 80 yards wide, and part of the time we were directly under their guns. Two percussion shells struck this boat in the hull a little above the water line, and one struck in the wheel, but none of them did much damage. One of them came quartering from the battery above us and lodged in the bread room, close to the magazine, but did not explode. Another struck us fair and would have passed on through the bottom, but was turned from its course by striking one of the deck beams; it also did not explode, but lodged in the rake. The *Silver Lake* was not quite close enough to engage the batteries, but kept the musketry silent along the bank above.

In the morning, very early, we again moved down, the *Neosho* having [by] this time joined us, but saw nothing of the enemy; the batteries were removed the night before we left them. Between 8 and 9 a. m. I met the *Carondelet* and *Fairplay*, with the transports just below where the lower battery stood during the night. Learning that all was clear below, I returned to Nashville with the gunboats and transports.

Notwithstanding the darkness and haziness of the night, all the boats were well maneuvered and did their several parts in the best manner. Acting Volunteer Lieutenant Glassford handled his vessel splendidly in rounding to under the enemy's fire, to keep out of my way while backing up. All the commanding officers carried out their instructions fully and did their work well; the officers and men under [me] behaved in the best manner.

Acting Master W. C. Coulson, executive officer of this vessel, had charge of the gun deck and worked the guns with marked rapidity and precision. He had every contingency prepared for, in stopping shot holes, extinguishing fire, etc.; but it is hard to discriminate where all are so eminently deserving.

It seems almost a miracle that amid so many shots and volleys of musketry we should escape without the loss of a single man and no injury to the boats.

The numbers of rounds fired were as follows: *Carondelet*, 26; *Fairplay*, 37; *Moose*, 59; *Reindeer*, 19; *Silver Lake*, 6.

I am not able to say what execution we did, as darkness covered all, but we drove them from their guns and back from the river, recapturing the steamers they had captured in the early part of the evening before they had time to destroy them, made them abandon most of the forage they were taking from the vessels, and caused them to let many of their prisoners escape.

Very respectfully, your obedient servant,

LE ROY FITCH,

Commanding Tenth District Mississippi Squadron.

Acting Rear-Admiral S. P. LEE,

Commanding Mississippi Squadron, Mound City, Ill.

Enclosed I send reports of the commanding officers of the vessels engaged.

[Subenclosure.]

U. S. S. CARONDELET,

Off Nashville, Tenn., December 4, 1864.

SIR: I have the honor to submit the following account of the part taken by this vessel in the operations of last night:

Agreeably to your order, at 11:15 p. m., I got underway and proceeded down the river from Hyde's Ferry. At 1 a. m. came to a rebel camp with a battery of 4 guns on the south side of the river opposite Bell's Mills (two steamers were tied up to the bank, having been captured by the rebels). As soon as I made it out, I opened fire on them and steamed slowly by; after passing, I rounded to and came up within about 300 yards of them, fired a few shots, then passed up abreast, and dropped back again. The rebels returned our fire for about 20 minutes, then fell back from the river. I fired a shell occasionally until 2:30 a. m. I then went alongside of the steamers *Prairie State* and *Prima Donna*, made fast to them, and towed them to the opposite side of the river. After making the steamers fast, the U. S. S. *Fairplay* came alongside of them and I dropped out into the river. Part of the crew of the steamers being on board, I waited until 5:30 a. m. for them to get steam. I then left them and proceeded down the river about 3½ miles and found

the steamer *Magnet* tied up to the bank. I came to and stopped with her until she could raise steam. I then started up the river with the *Magnet* alongside.

Very respectfully, your obedient servant,

C. W. MILLER,

Acting Master, Commanding.

Lieutenant-Commander LE ROY FITCH,
Commanding 10th District, Mississippi Squadron.

U. S. S. FAIRPLAY,

Cumberland River, off Nashville, Tenn., December 5, 1864.

SIR: I have the honor to submit the following report of the part this vessel took in the action with the rebel battery on the night of the 3d and the morning of the 4th instant:

Pursuant to your order, I got underway with this vessel and started from this city at 9:30 p. m., following the U. S. S. *Carondelet*, which vessel was in the lead.

At 1 o'clock a. m., 18 miles below this place and immediately opposite Bell's Mills, I was opened upon by rebel musketry and a battery of four guns placed in a commanding position on the left bank. The fire was vigorously returned as I passed the battery and turned the bend below out of range of their guns.

At Hillsboro Landing, 2 miles below, I came upon the transport steamers *Prairie State* and *Prima Donna*, tied to the bank, which had been captured by the rebels in the afternoon, and then in possession of rebel infantry, who were engaged in taking away their cargo. I fired upon them in passing and rounded to below, and in company with the *Carondelet* drove the enemy from the steamers and the surrounding hills, killing and wounding many. At 2:45 a. m. this vessel and the *Carondelet* made fast to steamers and landed them on the opposite shore in order to repair damages and put them in running condition. I remained with them until 4 a. m., when I got underway and proceeded down the river 4 miles, where the steamer *Magnet*, also disabled by the rebel battery, was lying. She was soon put in order, and at 6 a. m., with the *Carondelet* and the recaptured steamers, started up the river. The rebels had withdrawn their forces from the river when we came up, and everything was clear. At 8:30 a. m. I met the steamers under your command and proceeded to Nashville, arriving at 2 p. m. This vessel during the engagement was struck twice by 12-pound shell, one passing through between the main and boiler decks a few inches above the forward part of the boilers, cutting the escape pipe of the port engine. The other passed through the cabin directly under the pilot house. No serious damage was done by either shell, both passing entirely through before exploding. Musketry and canister struck us in several places.

Very respectfully, your obedient servant,

GEO. J. GROVES,

Acting Master, Commanding.

Lieutenant-Commander LE ROY FITCH,
Commanding Tenth District Mississippi Squadron.

U. S. S. REINDEER, *December 5, 1864.*

SIR: I have the honor to report the part taken by this vessel in the affair of the 4th instant at Bell's Landing, 18 miles below Nashville on the Cumberland River:

In obedience to your order, at 9:30 p. m. of the 3d instant I got underway and followed you down the river. At 12:45 a. m. of the 4th instant we reached Bell's Landing, and the action commenced by the *Carondelet's* opening fire upon a camp in the hollow, followed by the *Fairplay*, the *Moose*, and this vessel, to which the enemy replied with 9 guns and musketry, the latter occupying the hills above and below their artillery. Their fire was rapid and warm, but mostly too high. The night was dark, and the smoke from the guns settled upon your vessel and the water so as at times to hide both from view, and at such times I was forced to suspend my fire to avoid doing you injury. This circumstance also caused a difficulty with this vessel, as during the few moments the shore was hidden from me by the smoke she went broadside to the current and drifted downstream toward you. To avoid collision, which then might prove a disaster, I at once ordered her bow to be run ashore and then swerving round, stern downstream. By doing so I exposed myself for a few moments to a raking fire, but without further injury than a few splinters knocked from my wheel by a bursting shell. As soon as once more clear of the bank I ran upstream for room to round to, and then resumed my place near you in the engagement, but before this was accomplished the enemy's guns were silenced and you had withdrawn. The action lasted 1 hour and 20 minutes.

At 3:30 a. m., by your order, I lashed alongside you, and thus returned to Nashville, where we arrived at 1 o'clock p. m.

Very respectfully, your obedient servant,

H. A. GLASSFORD,

Acting Volunteer Lieutenant, Commanding.

Lieutenant-Commander LE ROY FITCH,

Commanding Tenth District Mississippi Squadron.

Letter from Lieutenant-Commander Fitch, U. S. Navy, to Major-General Thomas, U. S. Army, regarding operations at Bell's Mills.

U. S. S. MOOSE,

Off Nashville, Tenn., December 4, 1864.

GENERAL: The enemy has heavy batteries on the river at Bell's Mills. I went down last night and engaged them and had them silenced for a time. Two of my boats passed below them and are still down the river. It was too dark for us to continue the engagement successfully, there being danger of getting our boats foul and unmanageable.

I am going with the other ironclad to make a reconnoissance in force this evening.

From the force that we found last night, the appearance of the batteries, the great number of camp fires, etc., I am led to believe that Hood's left rests on the river at that point and that Forrest commands them.

Will you please telegraph to Clarksville forbidding steamers coming above that place and also allow none to leave Nashville for down the river until the batteries are removed.

The enemy seems to have a heavy force at this end of his line.

Very respectfully, your obedient servant,

LE ROY FITCH,

Lieut. Comdr., Comdg. 9th and 10th Dists. Miss. Squadron.

Major-General THOMAS,

Commanding Army of the Cumberland, Nashville, Tenn.

Letter from Lieutenant-Commander Fitch, U. S. Navy, to Major-General Thomas U. S. Army, announcing cleaning out of battery and recapture of steamers at Bell's Mills.

U. S. S. MOOSE,

Cumberland River, December 4, 1864.

GENERAL: I have cleaned out the rebel battery and recaptured the two steamers captured by the enemy last night and driven their left flank back from the river at that point, though I do not think it safe for transports to run yet from Clarksville up.

I think Forrest commands the left of Hood's army, as General Buford's brigade engaged us last night.

Very respectfully, your obedient servant,

LE ROY FITCH,

Lieut. Comdr., Comdg. 9th and 10th Dists. Miss. Squadron.

Major-General THOMAS,

Commanding Army of the Cumberland, Nashville, Tenn.

Letter from Lieutenant-Commander Fitch, U. S. Navy, to Major-General Thomas, U. S. Army, giving the location of Bell's Mills and promising further cooperation by reconnoissance and convoy.

U. S. S. MOOSE,

Off Nashville, Tenn., December 4, 1864.

GENERAL: Your kind note* of this evening is received. I perceive you are under a slight error in regard to the position of the battery which we engaged. The battery we engaged last night was not at Harpeth Shoals, but at Bell's Mills. It is about 35 miles from here to Harpeth, while it is only 4 miles to Bell's Mills; that is, 4 miles by land, but 18 by river. The river makes a large bend and comes nearly back of the city. Bell's Landing is in this bend, at the nearest point to the city. I would have gone down to Harpeth to-day, but I heard firing in this direction and thought perhaps there would be a general attack and that my boats might be able to assist you on the right. The heavy boats are so slow that I would not have been able to reach here again until to-morrow afternoon. I will make a thorough reconnoissance down there as soon as possible and will inform you just as soon as I know the river to be clear. I will then try to arrange regular convoys, but at present, owing to the position of the enemy's left and the crookedness of the river, it would be best for us

* Not found.

not to give the rebels the least chance to disable or capture any more of our boats.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieut. Comdr., Comdg. 9th and 10th Dists. Miss. Squadron.

Major-General GEORGE H. THOMAS,
Commanding Army of the Cumberland, Nashville, Tenn.

[Telegram.]

NASHVILLE, *December 4, 1864.*

Captain Fitch has cleaned out the rebel battery down the river and recaptured the two steamers captured last night. He does not think it safe for transports to run up from Clarksville yet.

WM. D. WHIPPLE,
Brigadier-General.

Colonel A. A. SMITH,
Clarksville.

[Telegram.]

MOUND CITY, *December 4, 1864—1 a. m.*

(Cipher from Cairo.)

As soon as the ironclads return to Paducah take them into the Cumberland to patrol that river and convoy transports up and down.

S. P. LEE,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander LE ROY FITCH, or
SENIOR NAVAL OFFICER,
Paducah, Ky.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding measures for cooperation in the Cumberland River.

No. 41.] MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, December 4, 1864.

SIR: On Saturday night, the 25th [26th] ultimo, I received a confidential telegram from Major-General Thomas, requesting me to order a reconnoissance by ironclads of the upper Tennessee, as he was anxious to know whether Hood, who was threatening Columbia, had his whole force with him or not.

The *Neosho* was already at Smithland, and on Sunday night I dispatched the *Carondelet*, hurriedly prepared for service, with orders to Lieutenant-Commander Fitch to conduct the reconnoissance with the two vessels, and went myself to Paducah and Smithland the following morning, where I learned that the enemy was threatening General Thomas's communications on the Cumberland, which decided me to order the ironclads (which had not yet started up the Tennessee) to convoy General A. J. Smith's transports up the Cumberland to Nashville.

On the 30th ultimo I received a telegram of that date from General Thomas, who had not then received my communication written Mon-

day, 28th, at noon, at Paducah, notifying him of this change and my reason for making it, asking me to send the ironclads to protect his transports on the Cumberland, and stating that he had been compelled to fall back and concentrate on Nashville, Hood having a superior cavalry force, but expressing confidence of his ability to drive Hood back as soon as he could get his cavalry from Louisville.

On receipt of this dispatch I directed Lieutenant-Commander Fitch to remain in the Cumberland, convoying transports and patrolling the river, and so notified General Thomas, who acknowledged this telegram and my letter of the 28th ultimo by telegraph on the 1st instant, with his grateful thanks for the judicious change I had made in the disposition of the ironclads.

The repairs to the *Cincinnati* will be completed to-day (Sunday), and I will take her to-night up the Cumberland and will communicate in person with General Thomas.

I have the honor to be, sir, very respectfully, yours,
S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Lee, U. S. Navy, referring to operations at Bell's Mills, Tenn., December 4.

No. 43.] MISSISSIPPI SQUADRON, U. S. S. CINCINNATI,
Clarksville, Tenn., December 8, 1864.

SIR: Lieutenant-Commander Fitch defeated and drove from the river the left wing of Hood's Army under General [Abraham] Buford on 4th instant with heavy loss to the enemy, including several prominent officers, and (I hear) recaptured two transports from the enemy. We lost none killed.

The *Cincinnati* being at last, and after much effort, completed, I left Smithland in her on the 5th for the purpose of aiding General Thomas; but owing to the low stage of water in this river, can not get to Nashville, and am protecting a large amount of valuable Government property here. I may be detained some time in this river, but my address will remain unchanged. I shall not receive my mail with any regularity, however.

I have the honor to be, sir, very respectfully, yours,
S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Telegram.]

NASHVILLE, TENN., December 5, 1864.

Gunboats will soon start for Clarksville. Send back under convoy such transports as may be there waiting.

WM. D. WHIPPLE,
Brigadier-General, etc.

Colonel A. A. SMITH,
Clarksville, Tenn.

[Telegram.]

CLARKSVILLE, December 7, 1864.

Gunboats have not arrived. Forty-second Missouri went to Fort Donelson yesterday. Rebel General Lyon is between the rivers somewhere, with from 900 to 2,000 men—reported. I sent scouts yesterday; they did not discover his location. There are five transports here and one hospital boat. General Cooper's command moved this 5 a. m. for Nashville.

A. A. SMITH,
Colonel, Commanding.

Major-General THOMAS.

Report of Lieutenant-Commander Fitch, U. S. Navy, transmitting communications regarding second engagement at Bell's Mills, December 6, and operations near Nashville to December 16.

U. S. S. MOOSE,

Off Nashville, Tenn., December 17, 1864.

SIR: I have the honor to submit the following report of my operations here since the 4th instant, the date of my last letter:

On the 6th instant I started down the river with the *Neosho*, some of the light boats, and a number of transports under convoy.

Before starting I put the convoy under charge of Acting Volunteer Lieutenant H. A. Glassford, and went myself on the *Neosho*. I took the precaution before starting to instruct Acting Volunteer Lieutenant Glassford to keep the convoy fleet between 2 and 3 miles above me. When nearly opposite Bell's Mills, about 18 miles below here, we discovered a large rebel force and were at once opened upon by a very heavy volley of musketry and some fourteen pieces of artillery above, abreast of, and below us. I at once directed the pilots to run slow, and returned the fire. We then went on down abreast of the lower battery, stopped, rounded to, and came back till abreast of the middle battery and nearly midway between their upper and their lower guns; here I stopped and used grape and canister against the enemy, and at the same time was receiving a concentrated fire from all their guns, but this was the best position I could get to use the canister. I could not hurt them from above nor from below, owing to the shape of the river and the natural protection they had chosen behind the spurs of hills. I had also great faith in the endurance of the *Neosho*, and therefore chose this position as the most favorable one to test her strength and at the same time use canister and grape at from 20 to 30 yards range. Our fire was slow and deliberate, but soon had the effect to scatter the enemy's sharpshooters and infantry, but owing to the elevated position of the batteries directly over us, we could do but little injury. The enemy's fire was terrific, and in a very few minutes everything perishable on our decks was completely demolished. I lay in this position about two and a half hours, and finding that the enemy's shot and shell were cutting away the summer pilot house and letting it down so as to hide the fighting pilot house, and obstruct our sight, I steamed on up the river again, and met the fleet under convoy. Seeing that it would be impossible to get the transports below the batteries without losing several, I sent them back to Nashville under convoy of the *Fairplay* and *Silver Lake*. I then cleared all the rubbish off of the *Neosho's* deck and went down

the second time, taking the *Carondelet*. I had her made fast to the bank above with instructions not to open till I went down and drew the enemy's fire, which would show their position. I went on down in the *Neosho*, entirely below the guns this time, rounded to, came back, and stopped as before. As I went down the battery opened as at first and then the *Carondelet* also engaged them. This time I think we disabled two of their guns, and toward dark their guns were about silent. We passed up again just after dark, but were only saluted with two guns as we passed and then could get no more responses. The locality the enemy had chosen was such that but one boat could engage the batteries at a time with any effect, and then the rebels had greatly the advantage. We were so far below them that to clear the banks it was impossible to keep from elevating over them. Their batteries were of various calibers, but the greater number were, I think, 20-pounder rifle steel guns, with here and there a heavier one.

During the day the *Neosho* was struck over a hundred times, but received no injury whatever.

After dark I returned to the end of our line, about 6 miles below the city.

The 7th instant we were employed coaling and mending one of the *Neosho's* steam pipes, which was leaking badly, and also repairing one of the *Carondelet's* boilers, which was also leaking badly. From the 7th till the 15th little was done below, owing to the severity of the weather, and very low water; yet nothing was lost by this delay, as it was not then the object to drive the rebel batteries entirely away from the river, but rather to induce them to remain till the army was ready to move, as they were in such a position that we could not capture them as long as the left wing of the enemy held the position it then occupied. Enclosed please find copies of communications from General Thomas's headquarters, marked "A" and "C," which will show nearly the programme pursued.

While the boats were inactive below some were successfully engaged above. I sent Acting Master John H. Rice (who had temporary command of the *Brilliant* during the illness of Acting Volunteer Lieutenant Charles G. Perkins) and Acting Master Edmund Morgan, U. S. S. *Springfield*, up the river to Carthage to cooperate with the army in that quarter. A copy of a letter enclosed, from Brigadier General [John H.] Hammond, marked "B," will show in what manner that service was performed.

On the 11th I was informed by General [J. L.] Donaldson, chief quartermaster, that a number of steamers and barges were up near the mouth of Stone's River after wood, and that he wished to get them down, as the rebels were about bringing in batteries to capture them. I sent Acting Master Edmund Morgan up to bring them below (enclosed is a copy of my letter to him), which was successfully accomplished that night, and next morning at daylight a rebel battery was posted to intercept them, but fortunately too late to carry out the design.

About 10 p. m. of the 14th I received a note from headquarters, a copy of which is enclosed, marked "C." At daylight I got under way with the following boats, viz, *Neosho*, *Carondelet*, *Moose*, *Reindeer*, *Fairplay*, *Brilliant*, and *Silver Lake*, for the purpose of attracting the attention of the batteries while our troops were moving to

the rear. I sent the *Neosho*, Acting Volunteer Lieutenant Samuel Howard, on down to go below the batteries, feel their strength, and then return.

The *Neosho* was only to engage them to attract their attention. Acting Volunteer Lieutenant Howard then returned to where I was, just above their works, and reported but four guns in position. These I could easily have silenced and driven off, but our army had not yet advanced sufficiently to insure their capture. I therefore maneuvered around above them till in the afternoon, when our cavalry had reached the desired position in the rear; the *Neosho* and *Carondelet* then moved down again and the rebels, finding the position they were in, had tried to remove their guns, but were too late; our cavalry closed in and took them with but little resistance. Our object having been thus far successfully carried out, the *Neosho* and *Carondelet* then moved down to opposite Bell's Mills, took position, and tied up to the right bank to assist our cavalry that was at the time considerably annoyed by a rebel battery of four guns situated on the side of a hill back from the river about half a mile. A few rounds of shell and shrapnel from our heavy guns, together with the firing from one of our land batteries planted on a hill above us, soon silenced the rebels and scattered the supporting column. I think this battery also fell into possession of our cavalry.

It was now getting dark very fast, and not knowing the exact position our forces had taken the firing on our part ceased and the boats were withdrawn a short distance above, where they remained till daylight next morning, when we again dropped down and found our forces in entire and undisputed possession of the field. Having accomplished all that I could on this end of the line I returned at once to Nashville, and not having received any reports from Acting Master Morgan, whom I had left above the city to give me information of movements there, I sent Acting Volunteer Lieutenant Glassford on up the river with the *Reindeer*, *Silver Lake*, and *Fairplay* to ascertain the condition of affairs in that locality. Having made the desired reconnoissance as far up as Stone's River and finding all quiet, Acting Volunteer Lieutenant Glassford returned during the night. I was considerably annoyed by Acting Master Morgan's not reporting to me and keeping me informed of affairs above, as he should have done. I could not therefore pass the matter over without censuring him for neglect in this particular and for not exhibiting a little more enthusiasm and energy. I am happy to state that our participation in the stirring events of the last fortnight has been attended without the loss of life on our side, and with but slight injury to any of the boats. Some six or eight men in the turret of the *Neosho* were somewhat bruised and scratched in the face by a shell striking the muzzle of one of the guns and exploding, but in fact our casualties are too trivial to mention.

I am much indebted to Acting Volunteer Lieutenant H. A. Glassford and all the commanding officers for their promptness, energy, and efficiency in carrying out my instructions and assisting me whenever it lay in their power. In fact, every officer and man in the command exhibited that zeal and energy worthy of the highest praise.

Before closing this report I desire to bring to your favorable notice John Ditzenback, quartermaster on the *Neosho*. During the engage-

ment of the forenoon of the 6th instant all our flag and signal staffs on the *Neosho* were shot away and the flag lay drooping over the wheelhouse. As soon as we had passed the upper battery, and while yet under fire of the enemy's artillery and musketry, Pilot John H. Ferrell, of this vessel, who was with me on the *Neosho*, and John Ditzenback, quartermaster on board of that vessel, went out of the pilot house and, taking the flag from where it lay, tied it up to the stump of the main signal staff, which was the highest mast we had remaining.

Very respectfully, your obedient servant,

LE ROY FITCH,

Lieut. Comdr., Commanding 10th District Mississippi Squadron.

Acting Rear-Admiral S. P. LEE,

Commanding Mississippi Squadron, Mound City, Ill.

[Enclosures.]

A.

HEADQUARTERS DEPARTMENT OF THE CUMBERLAND,

Nashville, Tenn., December 13, 1864.

I have the honor, by direction of the major-general commanding, to acknowledge the receipt of your communication of this date, and in reply I am instructed to say that should there really be a change of weather and a rise in the river result sufficient to enable you to move your fleet with facility, it is the desire of the major-general commanding to have you cooperate in any move which may take place against the enemy, by engaging the batteries on the river below the city, and thus attracting their attention while the troops are in motion against the enemy's position. The major-general commanding returns his thanks for your cordial cooperation heretofore, as well as for the tender of your services in future movements, of which timely notice will be given you. The major-general commanding will be much indebted to you if you will have the river above the city as far up as Carthage—if you can go up so far—patrolled by one or two boats of your fleet constantly, in order that any movement on the part of the enemy in that direction may be instantly detected.

I am, very respectfully, your obedient servant,

ROBERT H. RAMSEY,

Assistant Adjutant-General.

Lieutenant-Commander LE ROY FITCH,

Commanding Tenth District Mississippi Squadron.

B.

CAIRO LANDING, [TENN.], *December 7, 1864.*

SIR: I have just, through the aid of the steamer *Brilliant*, under Acting Master J. H. Rice, made a highly useful scout through the country as far as Lebanon.

I was entirely uninformed as to the assistance to be afforded me, and was therefore not prepared, but Captain Rice placed his boats at my disposal at once, and by his activity and efficient management enabled me to cross nearly 225 men and horses and recross them without accident or injury.

Allow me to thank you sincerely for this cooperation on the part of the force under your command. My relations with the Navy have always been pleasant and successful, and I hope they may remain so. I will be glad to do anything I can in return.

In order to properly watch the numerous crossings and country in my front and the country beyond, I will probably again require your assistance, as I have by order destroyed all means of crossing. Again thanking you and Captain Rice in immediate command,

I am, sir, very respectfully, your obedient servant,

J. H. HAMMOND,
Brevet Brigadier-General.

Lieutenant-Commander LE ROY FITCH,
Commanding Tenth District Mississippi Squadron.

C.

HEADQUARTERS DEPARTMENT OF THE CUMBERLAND,
Nashville, Tenn., December 14, 1864—8 p. m.

I have the honor, by direction of the major-general commanding, to inform you that the enemy will be attacked at an early hour in the morning. If you can drop down the river and engage their batteries on the river bank, it will be excellent cooperation, for which the major-general commanding will be much obliged. It is very probable that these river batteries of the enemy will be attacked in rear by our forces, and it is very desirable and necessary that your fire does not injure the attacking force, and to this end it is advisable you should be informed of the proposed attack.

I am, very respectfully, your obedient servant,

ROBERT H. RAMSEY,
Assistant Adjutant-General.

Lieutenant-Commander LE ROY FITCH,
Commanding Tenth District Mississippi Squadron.

U. S. S. MOOSE,
Below Nashville, Tenn., December 11, 1864.

SIR: There are some barges and steamers up the river about the mouth of Stone's River which it is desired to bring below, as it is believed the rebels are about to establish a battery at or near that point. I think that, with due precaution, judgment, and quick action, you can accomplish this work. You must be very cautious, and be sure to keep your vessel and the steamers while getting the barges in such a position as not to let the enemy get batteries below or abreast of you. This is a delicate and important duty, and in trusting it to you I hope the result will be every way successful and creditable to the Navy. I would send the *Neosho*, but at the present stage of water and severity of the weather it is almost impossible to do anything with her.

Respectfully, etc.,

LE ROY FITCH,
Lieut. Commander, Comdg. 10th District Mississippi Squadron.
Acting Master E. MORGAN,
Commanding U. S. S. Springfield.

[Telegram.]

CLARKSVILLE, *December 7, 1864.*

Am coaling. Where is Fitch? Please acquaint him with my arrival. Shall ascend as far as the fast-falling river allows.

S. P. LEE,
Acting Rear-Admiral, Commanding Mississippi Squadron.
Major-General THOMAS.

[Telegram.]

NASHVILLE, *December 7, 1864—9:15 p. m.*

Your dispatch of 8 p. m. is just received. Captain Fitch is here and will go down the river at daylight to-morrow morning as far as Harpeth Shoals.

GEO. H. THOMAS,
Major-General, U. S. Volunteers, Commanding.
Admiral S. P. LEE,
Clarksville.

[Telegram.]

NASHVILLE, *December 8, 1864.*

General Thomas is out on the lines. General Whipple has taken your dispatches to him and will answer you as soon as possible, in an hour at outside.

HENRY STONE,
Assistant Adjutant-General.
Acting Rear-Admiral S. P. LEE,
Commanding Mississippi Squadron, Clarksville, Tenn.

[Telegram.]

NASHVILLE, *December 8, 1864.*

I have just come in and will be happy to talk with you.

GEO. H. THOMAS,
Major-General, Commanding.
Acting Rear-Admiral S. P. LEE,
Commanding Mississippi Squadron, Clarksville, Tenn.

[Telegram.]

CLARKSVILLE, *December 8, 1864.*

I am in the telegraph office to talk with you and settle on plan. I will stay here most willingly, taking chance of wintering here if you think it best, or even wish it.

S. P. LEE,
Acting Rear-Admiral.
General THOMAS.

[Telegram.]

CLARKSVILLE, *December 8, 1864.*

Please reply to my offer.

S. P. LEE,
Rear-Admiral.

Major-General G. H. THOMAS.

[Telegram.]

Immediate.] NASHVILLE, *December 8, 1864.*

I was out on the lines when your dispatch came. I will be greatly obliged if you will remain until we get rid of the enemy, or until the river rises.

GEO. H. THOMAS,
*Major-General, Commanding.*Acting Rear-Admiral S. P. LEE,
Commanding Mississippi Squadron, Clarksville, Tenn.

[Telegram.]

CLARKSVILLE, *December 8, 1864—4:45 p. m.*

Your telegram received. I will cheerfully remain here, as you desire. Please inform Lieutenant-Commander Fitch, who has not communicated with me to-day, as he proposed, of this. Can you send a cipher operator here?

S. P. LEE,
Acting Rear-Admiral.

Major-General G. H. THOMAS.

[Telegram.]

CLARKSVILLE, [*December*] 8, 1864—11 a. m.

Since telegraphing you I have seen the harbor master, who informs me this vessel can not cross Davis's Ripple, and my pilots state that unless I go down immediately this deep-draft vessel can not get out of the river and will in all probability have to remain all winter. I therefore now return down the river. Have seen the colonel commanding and offered to convoy what transports he may wish to send away, though General Donaldson's telegram provides for keeping them here. I will attend to General Lyon's force, which, I am informed, will attempt to cross the river below this. I deeply regret not having met a rise to allow a junction of my force to cooperate against the batteries which are now inaccessible to my ironclads.

S. P. LEE.

Acting Rear-Admiral, Commanding Mississippi Squadron.

Major-General G. H. THOMAS.

[Telegram.]

CLARKSVILLE, *December 8, 1864—12:30 p. m.*

Telegram received. I will take the convoy down, as you desire, or will remain to take the chance of wintering here if you think it justifiable.

S. P. LEE,
Rear-Admiral.

Major-General G. H. THOMAS.

[Telegram.]

CLARKSVILLE, *December 8, 1864:*

Best pilots here report 5 feet 4 inches on Harpeth Shoals and river falling rapidly, especially below. My pilots urge that this heavy vessel can not get up and can not get over the bars below unless she moves down immediately. Please ascertain if there is a reasonable prospect of a rise above. Do you wish convoy down given to transports now here, or shall they stay irrespective of my movements, which must be governed by the stage of the river? *Cincinnati* must not be caught above the bars.

S. P. LEE,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Major-General G. H. THOMAS.

[Telegram.]

NASHVILLE, TENN., *December 8, 1864—5:30 p. m.*

Your three dispatches of 11 a. m. and 12:30 p. m., and a later dispatch not timed, have just been handed to me. They were taken by one of my staff officers to follow me up while on the lines, and he has just returned. I regret not having received them sooner. As I write this, your dispatch of 4:45 p. m. has just been handed me from telegraph office. Will inform Lieutenant-Commander Fitch as you request, and will send you a cipher operator if they have one here.

GEO. H. THOMAS,
Major-General, Commanding U. S. Volunteers.

Admiral S. P. LEE,
Clarksville.

[Telegram.]

NASHVILLE, *December 8, 1864—7 p. m.*

I have just received a report from Lieutenant-Commander Fitch, who says he is informed that the enemy has crossed the river below Harpeth. I will be much obliged, if the *Cincinnati* can get up to the Harpeth Shoals, if you patrol the river between Clarksville and Harpeth Shoals and destroy their pontoon bridge, if they have one

laid down. I shall thank you if you will ascertain the truth of the report of the enemy's crossing the river.

GEO. H. THOMAS,
Major-General, U. S. Volunteers, Commanding.

Admiral S. P. LEE,
Clarksville.

[Telegram.]

CLARKSVILLE, *December 8, 1864—8:45 p. m.*

Your two telegrams of 5:30 and 7 p. m. just received. I am informed here that this ironclad can not cross Davis's Ripple, which is 15 miles from here and considered the foot of Harpeth Shoals. My pilot says Cumberland River shoals gradually from Davis's Ripple, where there is now 7 feet, rather less than we draw, to Harpeth River, and the head of Harpeth Shoals is 2 miles farther up, at Harpeth Island, where the shoalest water is, but it runs swift there.

It is unfortunate that the enemy is now inaccessible to the ironclads along an extent of 17 miles. If I move up to Davis's Ripple, this place will be left exposed, and I am told the water runs swift there, which would not be as favorable to crossing as some intermediate portion of the shoal, with landings and with roads leading to and from it.

I will, however, reconnoiter to the foot of the shoal if desired. It is likely the enemy would cross at the landing marked "Williams" on the map and called Hinton's on the lower point of Harpeth River.

S. P. LEE,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Major-General GEO. H. THOMAS.

Letter from Lieutenant-Commander Fitch, U. S. Navy, to Major-General Thomas, U. S. Army, giving information of the movements of the enemy near Robinson's Island.

U. S. S. NEOSHO,
Robinson's Island, December 8, 1864.

GENERAL: There is a portion of the enemy—cavalry, I think—across the river, and, I suppose, foraging. The force is represented to be pretty strong. They were moving up the river to strike the Springfield pike, taking cattle and everything within reach. They crossed well down the river, below the mouth of Harpeth, I am told. The water is getting so low that I can not get down that far with the heavy boats. I asked the admiral by telegraph this morning to let the *Cincinnati* come up as far as possible; she ought to get near that point. I will go down as far as possible with these boats, but fear I can not more than reach Ashland. If I get aground, the boats will be useless, as the river is falling so fast that I fear we can not get off again before a rise. I will have to move down without the

company of soldiers, as it would not now be safe for only one company to venture on the reconnoissance. I will try to get back as soon as possible, but may be detained a day or two, but, if possible, will get to where they crossed, and if there is a pontoon will destroy it. I could not stop to gather further information, as I wished to get the word to you as soon as possible.

Very respectfully, your obedient servant,

LE ROY FITCH,

Lieut. Comdr., Comdg. Tenth District Mississippi Squadron.

Major-General GEORGE H. THOMAS,

Commanding Army of the Cumberland, Nashville, Tenn.

[Telegram.]

CLARKSVILLE, *December 8, 1864.*

Quartermaster Donaldson's dispatch to Captain Williams just shown me. From want of water, the *Cincinnati* can not remain here, and there is no other gunboat here. Your final dispositions in regard to transports should be promptly made. I move down.

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Major-General G. H. THOMAS,

[Telegram.]

NASHVILLE, *December 8, 1864.*

Your two dispatches just received. Under the circumstances I think it would be advisable to take the transports down with you, and will be obliged if you will convoy them.

GEO. H. THOMAS,

Major-General, Commanding.

Acting Rear-Admiral S. P. LEE,

Commanding Mississippi Squadron, Clarksville, Tenn.

[Telegram.]

CLARKSVILLE, *December 8, 1864—11:30 a. m.*

If there is a probability of the enemy planting a battery on the south side of the river to destroy transports, I would suggest that they drop back to Fort Donelson, where, under the bluff, they would be comparatively safe. Admiral Lee is compelled to leave here for want of water. I have no news of an enemy in this vicinity.

A. A. SMITH,

Colonel, Commanding Post.

Brigadier-General WHIPPLE,

Assistant Adjutant-General.

Letter from Acting Volunteer Lieutenant Glassford, U. S. Navy, to Major-General Thomas, U. S. Army, regarding reconnoissance of U. S. steamers *Brilliant* and *Springfield* to Carthage, Tenn.

U. S. S. *SILVER LAKE*, December 8, 1864.

GENERAL: The gunboats *Brilliant* and *Springfield* have just returned from up river. There is no force on the river between this point and Carthage. Breckinridge is reported at Sparta with about 3,000 men, though with what reliability we can not say.

Very respectfully, your obedient servant,

H. A. GLASSFORD,
Acting Volunteer Lieutenant, U. S. Navy.

Major-General GEORGE H. THOMAS,
Commanding Army of the Cumberland, Nashville. Tenn.

[Telegram.]

Cipher.] NASHVILLE, December 8, 1864—9:30 p. m.

No material change has been discovered in the enemy's position to-day. He attempted to advance his picket line on the Franklin Road, but was driven back. With every exertion on the part of General Wilson he will not be able to get his force of cavalry in condition to move before Sunday. I have a report from the river as high up as Carthage. No body of the enemy can be seen or heard of. I also have information that there is no enemy between Carthage and Albany, Ky. There are two ironclads above Harpeth Shoals, on the Cumberland River, and Admiral Lee is at Clarksville with the *Cincinnati*. I have requested him to patrol the river from Clarksville to Harpeth so as to discover and effectually prevent any attempt of the enemy to cross below.

GEO. H. THOMAS,
Major-General, U. S. Volunteers, Commanding.

Major-General H. W. HALLECK,
Washington, D. C.

Order of Major-General Smith, U. S. Army, to Colonel Moore, U. S. Army, regarding the services of the U. S. S. *Moose*.

HEADQUARTERS DETACHMENT ARMY OF THE TENNESSEE,
Nashville, Tenn., December 8, 1864.

COLONEL: The major-general commanding directs me to state that the U. S. S. *Moose* (a tinclad) will be at the extremity of your lines on the river, and he desires that you send one large company of infantry on board with one day's rations as a guard for the boat. The boat will return to-day.

I am, very respectfully, your obedient servant,

J. HOUGH,
Major and Assistant Adjutant-General.

Colonel J. B. MOORE,
Commanding Third Division.

[Telegram.]

CLARKSVILLE, TENN., *December 9, 1864.*

I reconnoitered the river to-day as far as the best pilots thought practicable, but saw nor heard nothing of interest.

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Major-General G. H. THOMAS.

[Telegram.]

NASHVILLE, *December 9, 1864.*

Your dispatch of 8:45 p. m. is received. It was not my intention, in requesting to have the river patrolled up to Harpeth, to wish the gunboat to remain there, but simply that the position be reconnoitered, so as to ascertain whether there was any truth in the reported crossing of the enemy below Harpeth. I shall be obliged to you if you will have the river patrolled as proposed, and I will request Lieutenant-Commander Fitch to have the same done from this point down to Harpeth.

GEO. H. THOMAS,

Major-General, U. S. Volunteers, Commanding.

Admiral S. P. LEE,

Clarksville.

[Telegram.]

NASHVILLE, *December 9, 1864—8:30 p. m.*

Your dispatch of this date is just received. If you have any gunboats at Clarksville with you I will be obliged if you will send as many as you can spare to Smithland to convoy transports with cavalry on board as far up the river as Clarksville. I have not heard from Captain Fitch since he started down the river this morning.

GEO. H. THOMAS,

Major-General, U. S. Volunteers, Commanding.

Admiral S. P. LEE,

Clarksville.

[Telegram.]

CLARKSVILLE, *December 9, 1864—10 p. m.*

Telegram received. Unfortunately all the gunboats of this division are above the shoals, none here. I expect two at Smithland to-morrow or next day, prepared to convoy.

S. P. LEE,

Acting Rear-Admiral.

Major-General G. H. THOMAS.

[Telegram.]

NASHVILLE, *December 11, 1864—4 p. m.*

Colonel Smith at Clarksville reports the capture [9th] by rebel General Lyon of two steamers, and the crossing of the river by his force on the captured boats. I have the honor to request whether you can not send down the river and recapture the boats and destroy the enemy's force. If you can do so, I shall be much indebted to you, as it is very important service. The boats were captured at Cumberland City.

GEO. H. THOMAS,
Major-General, U. S. Volunteers, Commanding.

Admiral S. P. LEE,
Clarksville.

[Telegram.]

FLAGSHIP CINCINNATI,

Clarksville, December 11, 1864—5 p. m.

Cipher.]

Your telegram is just brought off by the cipher operator. It is probable, from the personal reports of the steamboat captain and pilots, that three boats have been captured and destroyed by the enemy, and that General Lyon has crossed the river. I should immediately, upon hearing of the enemy's operations, have gone down the river to the point of crossing, but that it is below a shoal where there is not water enough for this vessel. Colonel Smith has sent me word that the rebels were coming into the lower part of this town, and, since, that he believes their movement is a feint. I expect two gunboats and two transports with ammunition for Fitch up the river to-night or to-morrow morning, and am further disappointed at not being able to meet and convoy them.

S. P. LEE,
Acting Rear-Admiral.

Major-General G. H. THOMAS.

[Telegram.]

CIPHER.] CLARKSVILLE, TENN., *December 13, 1864—4:30 p. m.*

The commanding officer of the gunboat *Peosta*, stationed at Paducah, telegraphs, under date of 11th, 6 p. m., that he had just been 93 miles up the Tennessee River, where he learned that General Lyon had crossed on the evening of the 8th with 2,000 cavalry and two pieces of artillery, marching for Clarksville. The *Peosta* towed to Paducah two large barges and two boats, in which the rebels crossed the Tennessee River. I hear there were two hay barges left at Johnsonville after the affairs of November 4. I infer that the presence of this vessel diverted the rebels from making an attack on the transports here and induced them to take up a position below bars which we could not cross at the present stage of water. I have no intelligence from my gunboats, which are due here to-day.

S. P. LEE,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Major-General THOMAS.

[Telegram.]

Cipher.] CLARKSVILLE, TENN., *December 13, 1864—8:30 p. m.*

Please see my telegram of this date and time to Lieutenant-Commander Fitch. Will give convoy down to convoy transports as soon as you wish. Lieutenant Naile heard at Cumberland City that General Lyon had two guns at Paducah and Fort Donelson. General Lyon was reported to have from five to nine guns. Naile heard along the river that Lyon had gone to Hopkinsville. Two or three transports declined convoy from Smithland. The brigade of cavalry had not arrived there. I will have three good tinclads to convoy it up as soon as those here return.

S. P. LEE,

Rear-Admiral, Commanding Mississippi Squadron.

Major-General THOMAS.

[Telegram.]

Cipher.] CLARKSVILLE, TENN., *December 13, 1864—8:30 p. m.*

Your two telegrams of 8th instant sent to Mound City just received by gunboats Nos. 19, 33, and 15, which bring two coal barges and a full regulation supply of ammunition for you. The *Benefit* left Smithland at 1 a. m. Sunday for Louisville with the ammunition desired. What sort of works and guns did you engage on the 8th, where, and with what effect? The endurance of the *Neosho* is gratifying. Lieutenant Naile was delayed by searching for rebel ammunition opposite Cumberland City, where he captured nine boxes of carbine cartridges and one caisson. I will give army transports convoy from here as soon as desired.

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander LE ROY FITCH.

[Telegram.]

CLARKSVILLE, TENN., *December 13, 1864—11:30 p. m.*

Your telegram of 11th instant is just received. Lieutenant Naile, with two gunboats conveying two naval transports loaded with 100 rounds of ammunition for your vessels and towing two coal barges were to have left Smithland last Sunday morning. I have no intelligence of him since he left Mound City Saturday morning. The *Peosta* returned to Paducah Sunday morning with two large barges and two boats, in which Forrest crossed the Tennessee River near Welch Bridge on the evening of the 8th instant.

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander LE ROY FITCH.

[Telegram.]

NASHVILLE, TENN., *December 13, 1864—9 p. m.*

(Received 8 a. m., 14th.)

There is no change in the enemy's position in my front to-day. At length there are indications of a favorable change in the weather, and as soon as there is I shall move against the enemy, as everything is ready and prepared to assume the offensive. I have heard from Clarksville to-day, the wires being in working order to that place. Two gunboats and a transport had arrived there from below and report that the rebel General Lyon's means of recrossing the Cumberland were destroyed. I have ample force in pursuit of him to effectually destroy him, and I have no apprehension about the Louisville and Nashville Railroad. The Cumberland River is constantly patrolled as high up as Carthage, and there is no evidence of the presence of the enemy in that direction. I am in hopes of a sufficient rise in the river to enable me to use the gunboats in reopening the Cumberland as far as Nashville.

GEO. H. THOMAS,
Major-General, U. S. Volunteers, Commanding.

Major-General H. W. HALLECK,
Washington, D. C.

Letter from Lieutenant-Commander Fitch, U. S. Navy, to Major-General Thomas, U. S. Army, responding to request for a patrol of the river above Nashville.

U. S. S. MOOSE,
Below Nashville, December 13, 1864.

CAPTAIN: I have the honor to acknowledge the receipt of your letter * of this date. I will have a patrol of the river kept up above as requested and do all in my power to fill all the wishes the general commanding may designate. I sincerely hope that we may before this time to-morrow be cheered by better prospects as to weather and water. If the weather and water will permit, I will surely give the rebel batteries below sufficient amusement to keep them occupied, and at the same time try to induce them to bring as many guns on the river as possible.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieut. Comdr., Comdg. Tenth District Mississippi Squadron.
Captain ROBERT H. RAMSEY,
Assistant Adjutant-General, Nashville, Tenn.

Letter from Lieutenant-Commander Fitch, U. S. Navy, to Major-General Thomas, U. S. Army, requesting timely notice in case of required cooperation.

U. S. S. MOOSE,
Below Nashville, December 13, 1864.

GENERAL: The indication of the weather is such to-day I think we may soon look for a change, probably by morning. If you make any

move in which I can be of any service, please give me timely notice, as the river is now so low that I can not move but one of the heavy boats, and I will have to drop her down below Robinson's Island by hand; that is, by lines, which will be slow work; it is so bad there that I can not trust to steam to take her through. If there is a change in the weather so that the men can move on the monitor to handle her, I will commence moving in the morning early.

Very respectfully, your obedient servant,

LE ROY FITCH,

Lieut. Comdr., Comdg. Tenth District Mississippi Squadron.

Major-General GEORGE H. THOMAS,

Commanding Army of the Cumberland, Nashville, Tenn.

Order of Brevet Major-General Wilson, U. S. Army, to Brigadier-General Johnson, U. S. Army, for the capture of battery at Bell's Landing when attacked by gunboat.

HDQRS. CAVALRY CORPS,
MILITARY DIVISION OF THE MISSISSIPPI,
Nashville, Tenn., December 14, 1864.

GENERAL: I am instructed to inform you that Commodore Fitch will drop down in the morning and open on the rebel battery at Bell's Landing. This battery is opposite and near Davidson's house as was supposed, and the general commanding thinks, by moving with rapidity, you can capture it.

Very respectfully, your obedient servant,

A. J. ALEXANDER,

Lieutenant-Colonel and Chief of Staff.

Brigadier-General R. W. JOHNSON,

Commanding Sixth Division Cavalry Corps.

[Telegram.]

CLARKSVILLE, TENN., *December 14, 1864—11 a. m.*

I am ready to give convoy down. Please say if convoy is required up? When? Whether of freight or troops?

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Major-General G. H. THOMAS.

[Telegram.]

Cipher.]

CLARKSVILLE, TENN., *December 14, 1864—1:30 p. m.*

(Received 2:50 p. m.)

Yours received since mine of 11 a. m. Yesterday Lieutenant Naile saw the burned wrecks of four steamboats near Cumberland City and captured one large barge on right bank there. Lyon has no visible means of recrossing. I can not pronounce transports perfectly

safe on a long, shoal, crooked, and narrow river, with high banks and hills, where a mounted enemy with artillery occupying the country is ready to attack them suddenly in different localities. Our rifle-proof river steam gunboats can generally protect transports, but there is unavoidable risk in places in such convoys, especially in troops and cavalry, which ought not to be encumbered unnecessarily by the transports. The best plan is to capture the batteries, and I am glad to hear you have the means of preventing Lyon's stay or escape inland. Quartermaster here will not be ready until to-morrow afternoon.

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Major-General THOMAS.

[Telegram.]

Cipher.] NASHVILLE, *December 14, 1864—8 p. m.*

Your dispatches of 11 a. m. and 1:30 p. m. are received.

I am of opinion that it would be best for the transports now at Clarksville to go down the river as soon as unloaded. Perhaps it would be well not to bring up any convoy from Smithland for the present, but let all transports remain there until Lyon is disposed of and the river is safe. I shall be obliged to you if you will continue to have the river constantly patrolled and report to me any movements discovered.

GEO. H. THOMAS,

Major-General, U. S. Volunteers, Commanding.

Admiral S. P. LEE,
Clarksville.

[Telegram.]

PADUCAH, KY., *December 14, 1864.*

ADMIRAL: Can you inform me about the movements of Lyon? Has he crossed the river yet? Please answer.

S. MEREDITH,
Brigadier-General.

Rear-Admiral S. P. LEE,
Clarksville, Tenn.

[Telegram.]

PADUCAH, KY., *December 14, 1864.*

ADMIRAL: Please allow Captain Thomas E. Smith and gunboat *Peosta* to remain here. I would like to send him up the river on a reconnoissance. I am about to take the field against Lyon at Danville and want to find out all particulars about his movements.

Respectfully,

S. MEREDITH,
Brigadier-General.

Rear-Admiral S. P. LEE,
Clarksville, Tenn.

[Telegram.]

CLARKSVILLE, TENN., *December 14, 1864—6:15 p. m.*

Your two telegrams of this date just received. Lyon understood to be at Hopkinsville. Have no knowledge that he has recrossed the river. I now telegraph gunboat *Peosta* to make the reconnoissance you wish as far as practicable, though she is wanted to convoy on the Cumberland. Captain Smith will always comply with your request when not incompatible with the duty assigned him by myself or his division officers.

S. P. LEE,
Rear-Admiral, Commanding.

Brigadier-General S. MEREDITH.

[Telegram.]

Cipher.] NASHVILLE, TENN., *December 14, 1864—8:30 p. m.*

Your two telegrams of 4:30 p. m. and 8:30 p. m. yesterday are received.

I have no doubt that the presence of your ironclad at Clarksville prevented Lyon from moving up opposite that place and destroying the transports. General Meredith telegraphed me of the reconnoissance of your gunboat up the Tennessee River. As I hear from all directions that Lyon has gone to Hopkinsville, I think the transports now at Clarksville could be convoyed down the river with perfect safety. Although not so stated in your dispatch, I infer from what you have said that Lyon's means of crossing the Cumberland have either been taken possession of or destroyed, and as I have a force after Lyon I have great hopes of capturing him.

GEO. H. THOMAS,
Major-General, Commanding.

Admiral S. P. LEE,
Clarksville.

[Telegram.]

CLARKSVILLE, TENN., *December 15, 1864—6:45 a. m.*

I sent two gunboats at 4 o'clock this morning, accompanied by an Army transport and twenty men furnished by Colonel Smith, which destroyed about twenty of Lyon's canoes and skiffs and brought away two artillery barges found near Cumberland and in creeks. None of burned transports interfere with channel.

S. P. LEE,
Acting Rear-Admiral, etc.

General THOMAS.

[Telegram.]

Cipher.] CLARKSVILLE, TENN., *December 15, 1864—5:30 p. m.*

(Received 7:15 p. m.)

Telegram just received from commanding officer of *Black Hawk*, at Smithland. Reports force of 900 rebels, with 2 guns, at Eddyville.

Three gunboats convoying transports from here had got off before it was received here. I have ordered an ironclad and heavy gunboats, just arrived at Mound City, from there to Eddyville, thence as far up as stage of water will allow.

S. P. LEE,
Acting Rear-Admiral, Commanding Mississippi Squadron.
 Major-General GEO. H. THOMAS.

[Telegram.]

CLARKSVILLE, TENN., *December 15, 1864—6 p. m.*

Commanding officer of the *Black Hawk* telegraphs that transport *Naugatuck* was fired into by artillery and infantry at Kelley's Crossing, 12 miles below Eddyville, by Lyon's force, and that our scouts report eight guns at Kelley's Crossing.

S. P. LEE,
Acting Rear-Admiral, Commanding Mississippi Squadron.
 Major-General G. H. THOMAS.

[Telegram.]

SMITHLAND, *December 15, 1864.*

Captain Lawrence, of the Seventeenth Kentucky Cavalry, has returned. Reports going within 9 miles of Eddyville, this side of the river. A portion of Lyon's force is across the river. Captain Flye, commanding gunboat [*Lexington*] at this post, has furnished me with two 12-pounder howitzers and men to work them. I am now taking them to the fort, and, when mounted, I am ready for the enemy if they are disposed to come. Send Captain Bush, Forty-eighth Kentucky, back with his arms and ammunition as soon as possible. Received your dispatch sending reinforcement.

HENRY P. REED,
Captain, Commanding Post.
 Captain JAMES GRAHAM,
Assistant Adjutant-General.

[Telegram.]

GENERAL THOMAS' HEADQUARTERS,
 [NASHVILLE,] *December 15, 1864.*

Your two dispatches received. We have turned the enemy's left; carried three or four redoubts and enemy's main line, captured 1,000 prisoners, 16 pieces of artillery, 14 wagons, and Chalmers' headquarters train. Our loss probably 500 killed and wounded.

WM. D. WHIPPLE,
Brigadier-General and Chief of Staff.
 Admiral S. P. LEE,
Clarksville.

[Telegram.]

CLARKSVILLE, TENN., *December 15, 1864—10 p. m.*

Please accept my hearty thanks for your telegram informing me of General Thomas's important success, and make my warm congratulations to the general.

S. P. LEE,
Acting Rear-Admiral, Commanding Mississippi Squadron.
 Brigadier-General W. D. WHIPPLE.

Letter from Lieutenant-Commander Fitch, U. S. Navy, to Major-General Thomas, U. S. Army, referring to capture of Confederate battery at Nashville.

U. S. S. MOOSE,
Robinson's Island, Cumberland River, December 15, 1864.

GENERAL: I have the honor to acknowledge the receipt of your favor of this date, and am happy to state in reply that things here are working well. Our forces have captured the guns in the upper rebel battery on the river. There was another battery back from the river near the landing. I think the forces on shore and the monitor silenced it, as we did not hear from it after dark. At dark I withdrew my boats, fearing they might by accident fire into our own men. I am just above the batteries to-night; will move at early daylight.

Very respectfully, your obedient servant,
 LE ROY FITCH,
Lieut. Comdr., Comdg. Tenth District Mississippi Squadron.
 Brigadier-General WILLIAM D. WHIPPLE,
Chief of Staff, Army of the Cumberland.

[Telegram.]

CLARKSVILLE, TENN., *December 16, 1864—10 a. m.*
 (Received 11:10 a. m.)

General Thomas's attack yesterday upon Hood's left, supported by the Tenth Division of this squadron, resulted in the capture of Chalmers' headquarters train, with papers, 1,000 prisoners, and 16 pieces of artillery, with probable loss to the army not exceeding 500 killed and wounded. Attack will be continued this morning.

S. P. LEE,
Acting Rear-Admiral, Commanding Mississippi Squadron.
 Hon. G. WELLES,
Secretary of the Navy.

[Telegram.]

CLARKSVILLE, TENN., *December 17, 1864.*

I have the honor to acknowledge receiving and to thank you for the early telegraphic copy of your admirable official report to the

President of your great and glorious victory over the enemy of our country and of mankind on the 15th and 16th instant. I am deeply impressed with the belief that our whole country will now or hereafter appreciate the generalship, statesmanship, and patriotism of your campaign, resulting in the general defeat of General Hood's army, in which centered the strength and hopes of (half) the rebellion, with little loss under great difficulties and with probably political consequences more important than have followed the previous achievements of the war. Permit me on this occasion to express my humble admiration of your distinguished public service, which evinces all the high qualities of virtue, patriotism, and ability characteristic of our first great countryman.

Respectfully and faithfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Major-General GEO. H. THOMAS,
Commanding, etc.

[Telegram.]

WASHINGTON, D. C., *December 16, 1864.*

Please accept for yourself, officers, and men the nation's thanks for your good work of yesterday. You made a magnificent beginning. A grand consummation is within your easy reach. Do not let it slip.

A. LINCOLN.

Major-General THOMAS,
Nashville, Tenn.

[Telegram.]

HEADQUARTERS DEPARTMENT OF THE CUMBERLAND,
Eight miles from Nashville, December 16, 1864—6 p. m.

(Received 5:30 a. m., 17th.)

This army thanks you for your approbation of its conduct yesterday, and to assure you that it is not misplaced. I have the honor to report that the enemy has been pressed at all points to-day on his line of retreat to the Brentwood Hills, and Brigadier-General Hatch, of Wilson's corps of cavalry, on the right, turned the enemy's left and captured a large number of prisoners, number not yet reported. Major-General Schofield's troops, next on the left of cavalry, carried several heights, captured many prisoners and 6 pieces artillery. Brevet Major-General Smith, next on left of Major-General Schofield, carried the salient point of the enemy's line with McMillen's brigade, of McArthur's division, capturing 16 pieces of artillery, 2 brigadier-generals, and about 2,000 prisoners. Brigadier-General Garrard's division, of Smith's command, next on the left of McArthur's division, carried the enemy's intrenchments, capturing all the artillery and troops of the enemy on the line. Brigadier-General Wood's corps, on the Franklin pike, took up the assault,

carrying the enemy's intrenchments in his front, captured 8 pieces of artillery, something over 600 prisoners, and drove the enemy within 1 mile of the Brentwood Pass. Major-General Steedman, commanding detachments of the different armies of the Military Division of the Mississippi, most nobly supported General Wood's left and bore a most honorable part in the operations of the day. I have ordered the pursuit to be continued in the morning at daylight, although the troops are very much fatigued. The greatest enthusiasm prevails. I must not forget to report the operations of Brigadier-General Johnson in successfully driving the enemy, with the cooperation of the gunboats, under Lieutenant-Commander Fitch, from their established batteries on the Cumberland River below the city of Nashville, and of the services of Brigadier-General Croxton's brigade, in covering and relieving our right and rear, in the operations of yesterday and to-day. Although I have no report of the number of prisoners captured by Johnson's and Croxton's commands, I know they have made a large number. I am glad to be able to state that the number of prisoners captured yesterday greatly exceeds the number reported by me last evening. The woods, fields, and intrenchments are strewn with the enemy's small arms, abandoned in their retreat. In conclusion, I am happy to state that all this has been effected with but a very small loss to us. Our loss does not probably exceed 3,000;* very few killed.

GEO. H. THOMAS,

Major-General, U. S. Volunteers, Commanding.

THE PRESIDENT OF THE UNITED STATES,
 Hon. E. M. STANTON,
 Lieutenant-General U. S. GRANT, and
 Governor ANDREW JOHNSON, *Nashville.*

[Telegram.]

Cipher.] NEAR FRANKLIN, *December 17, 1864—9:15 p. m.*

Your dispatch of this day is received, and I sincerely thank you for your very flattering congratulations. I have directed my dispatch of this p. m. to General Halleck to be sent you for your information. If you think it feasible, I shall be much obliged if you will permit Lieutenant-Commander Fitch to proceed up the Tennessee River with one or two ironclads and a few gunboats for the purpose of destroying Hood's pontoon bridge near Florence, and at the mouth of Duck River, where it is reported he is now building a bridge.

GEO. H. THOMAS,

Major-General, U. S. Volunteers, Commanding.

Admiral S. P. Lee.
Clarksville.

[Endorsement.]

Duck River is 147 miles from Florence. Fitch did not go. He thought he ought to stay on the Cumberland, and I left him. He was divisional officer of the Tennessee, also, at that period.

L.

*As received in the War Department this read 300, and was so repeated in Stanton's dispatches to Dix and others. Corrected in Stanton to Dix, in Official Records of Union and Confederate Armies, vol. 47, pt. 2, p. 233.

[Telegram.]

SMITHLAND, KY., *December 17, 1864.*

All quiet here. A number of citizens from Eddyville and Dycusburg arrived during the night, some of whom escaped after being conscripted. From all the information that I can get Lyon has his force divided in small squads. One squad was near Marion yesterday. The parties that were on this side of the river have recrossed. Captain Flye, with the *Lexington*, was to open on Eddyville and Dycusburg this a. m. if he sees any of them in these places. The river is now being patrolled with gunboats from here to Clarksville, Tenn.

Very respectfully,

HENRY P. REED,
*Captain, Commanding Post.*Captain JAMES GRAHAM,
Assistant Adjutant-General.

[Telegram.]

CLARKSVILLE, *December 17, 1864—6:20 p. m.*

Convoy arrived at Smithland on 16th without encountering opposition. Gunboats actively patrolling river, but have not seen or heard of rebel force.

S. P. LEE,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Major-General G. H. THOMAS.

[Telegram.]

CLARKSVILLE, *December 18, 1864—11 a. m.*

Your telegram 9:15 yesterday received at 10:30 to-day, with a copy of your highly interesting telegraphic report to General Halleck of yesterday 8 p. m., for which please accept my thanks, with congratulations on the additional important successes of your department.

S. P. LEE,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Major-General G. H. THOMAS.

[Telegram.]

HEADQUARTERS DEPARTMENT OF THE CUMBERLAND,
Chattanooga, December 18, 1864.

Major-General Thomas has ordered General Granger to occupy Decatur and the Decatur road. This is to prevent any attempt on the part of Hood to cross at that point. Your fleet will be most effective in preventing any crossing at that point. I, therefore, in the name of General Thomas, beg your earnest cooperation with General Granger.

SOUTHARD HOFFMAN,
*Assistant Adjutant-General.*Commander FORREST,
Commanding U. S. Naval Forces, Bridgeport.

[Telegram.]

CLARKSVILLE, TENN., *December 18, 1864—1 p. m.*
(Received 10 a. m., 20th.)

The active naval patrol of the Mississippi preventing the rebel armies west of the river from crossing to join Hood, as required by Jeff Davis, must have had an influential bearing on the successful result of this campaign. If Lyon's mounted troops have not recrossed the Cumberland during the late thick fog, they will be captured. The country people along this river confidently expected Hood to drive the Union forces out of Tennessee and Kentucky. The great disappointment at General Thomas's victories will probably cause the Kentuckians, Tennesseans, and North Alabamians to desert and disperse Hood's command. I shall immediately shift sufficient force to destroy Hood's pontoon at Duck River and Florence, and cut off Hood's and Lyon's retreat, if stage of water in the Tennessee is sufficient. A full report of successful naval operations on this river will be sent as soon as detailed reports are received.

S. P. LEE,

Acting Rear-Admiral, Commanding Squadron of Mississippi.

HON. GIDEON WELLES,

Secretary of the Navy.

[Telegram.]

CLARKSVILLE, *December 18, 1864—1:15 p. m.*

I thank you for informing me that Hood has a pontoon bridge at Florence and is reported building one at the mouth of Duck River. I will ascertain, as soon as the existing thick fog on this river allows us to push a suitable naval force up the Tennessee, if there be water enough in that river (under Lieutenant-Commander Fitch) to destroy these bridges and cut off Hood's retreat and prevent Lyon recrossing Tennessee River, should he have recrossed the Cumberland under cover of fog.

S. P. LEE,

Acting Rear-Admiral, Commanding.

Major-General THOMAS.

[Telegram.]

NEAR SPRING HILL, *December 18, 1864—7 p. m.*

Your dispatches of 11 a. m. and 1:15 p. m. are received. I am hopeful that the expedition up the Tennessee River of the ironclads and gunboats will be able to reach Florence within six days from the present time, as that will be just about the right time. I shall be much obliged if, in addition to the movement on the Tennessee River mentioned above, you will be as well prepared as possible to convoy either from Johnsonville or Clifton a fleet of transports with troops up the Tennessee River to Florence. I speak of this simply that you might be prepared in case I make the request. Your telegram of 6:20 is just received.

GEO. H. THOMAS,

Major-General, U. S. Volunteers, Commanding.

Admiral S. P. LEE,

Clarksville.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Fitch, U. S. Navy, referring to movement of transports.

BLACK HAWK,
Smithland, December 19.

SIR: You have permission to remain here, agreeably to your request of this date. I will take the *Silver Lake* at daylight instead of the *Moose*.

Yours, etc.,

S. P. LEE,
Acting Rear-Admiral, etc.

[Lieutenant-Commander FITCH.]

P. S.—The *Naumkeag* will go with me, and not with convoy in the morning. Please arrange it so that there will be no delay with the transports, which I hear are ready to leave in the morning.

S. P. LEE,
Acting Rear-Admiral.

[Telegram.]

HEADQUARTERS DEPARTMENT OF THE CUMBERLAND,
Rutherford Creek, December 20, 1864—8 p. m.

* * * .On the 17th I requested Admiral Lee by telegraph to proceed up the Tennessee River with as many ironclads as he could secure, in order that he might prevent the enemy throwing a pontoon bridge over the river or to destroy the bridge if they had thrown one over. He was to have started the next day. I have also made arrangements to throw a force across the river at Decatur, and move to Tuscumbia, to seize the bridge at Florence, if possible. That force started three days ago, and, if General Granger has acted vigorously, Decatur should be in our possession to-day. If the expedition against Tuscumbia be successful, I am confident that we shall be able to capture the greater part of Hood's army.

GEO. H. THOMAS,
Major-General, U. S. Volunteers, Commanding.

Major-General W. H. HALLECK,
Washington, D. C.

[Telegram.]

HEADQUARTERS DEPARTMENT OF THE CUMBERLAND,
In the Field, December 21, 1864.

Did you receive my telegram yesterday about convoying steamers to Eastport? When will the gunboats be ready?

GEO. H. THOMAS,
Major-General.

Rear-Admiral S. P. LEE,
Nashville.

[Telegram.]

WASHINGTON, *December 21, 1864—12 m.*

Permit me, general, to urge the vast importance of a hot pursuit of Hood's army. Every possible sacrifice should be made, and your men, for a few days, will submit to any hardship and privation to accomplish the great result. If you can capture or destroy Hood's army, Sherman can entirely crush out the rebel military force in all the Southern States. He begins a new campaign about the 1st of January, which will have the most important results if Hood's army can now be used up. A most vigorous pursuit on your part is therefore of vital importance to Sherman's plans. No sacrifice must be spared to attain so important an object.

H. W. HALLECK,
Major-General and Chief of Staff.

Major-General THOMAS.

[Telegram.]

HEADQUARTERS DEPARTMENT OF THE CUMBERLAND,
In the Field, December 21, 1864.

Your dispatch of 12 m. this day is received. General Hood's army is being pursued as rapidly and as vigorously as it is possible for one army to pursue another. We can not control the elements, and you must remember that to resist Hood's advance into Tennessee I had to reorganize and almost thoroughly equip the force now under my command. I fought the battles of the 15th and 16th instant with the troops but partially equipped; and notwithstanding the inclemency of the weather and the partial equipment, have been enabled to drive the enemy beyond Duck River. * * *

In conclusion, I can safely state that the army is willing to submit to any sacrifice to oust Hood's army or to strike another blow which would contribute to the destruction of the rebellion.

GEORGE H. THOMAS,
Major-General.

Major-General H. W. HALLECK,
Washington, D. C.

[Telegram.]

HEADQUARTERS DEPARTMENT OF THE CUMBERLAND,
December 24, 1864—8 a. m.

Your telegram of 23d instant just received. I am now and shall continue to push Hood as rapidly as the state of the weather and the roads will permit, and I am really very hopeful that either General Steedman or Admiral Lee will reach the Tennessee River in time to destroy Hood's pontoon bridge, in which event I shall certainly be able to capture or destroy the entire army now with Hood.

GEO. H. THOMAS,
Major-General, U. S. Volunteers, Commanding.

Lieutenant-General U. S. GRANT,
City Point.

[Telegram.]

HEADQUARTERS DEPARTMENT OF THE CUMBERLAND,
Richland Creek, December 25, 1864—8:30 p. m.

Our cavalry drove enemy through Pulaski at 9 a. m. to-day. Forrest's cavalry on full run. Rebel army is literally running away, and seems to be making for Lamb's Ferry and Florence. He has been thrown off his intended route to Decatur by fear of being intercepted. I think it best for you to remain as long as possible at Eastport, or at least until we ascertain definitely what Hood is trying to do.

G. H. T.,
Major-General, Commanding.

Rear-Admiral S. P. LEE,
Via Paducah, to be forwarded.

[Telegram.]

HEADQUARTERS DEPARTMENT OF THE CUMBERLAND,
*Richland Creek, 6 miles from Pulaski,
 December 25, 1864—10 p. m.*

* * * Have not yet heard from Admiral Lee, but feel convinced that the water in the Tennessee enables him to get above Eastport, and he is performing good service * * *.

GEO. H. THOMAS,
Major-General, U. S. Volunteers, Commanding.

Major-General H. W. HALLECK,
Washington, D. C.

[Telegram.]

HEADQUARTERS DEPARTMENT OF THE CUMBERLAND,
Pulaski, December 26, 1864.

General Donaldson has been ordered to send the transports now at Paducah to Eastport under convoy. Will you please furnish the gunboats and order them to remain at Eastport until a cavalry force, which I am going to send across to that point, arrives there and accomplishes the work upon which it is sent?

GEO. H. THOMAS,
Major-General.

Rear-Admiral S. P. LEE,
Via Paducah.

[Telegram.]

HEADQUARTERS DEPARTMENT OF THE CUMBERLAND,
Pulaski, December 26, 1864.

Order the transports loaded with provisions and forage now at Paducah up the Tennessee to Eastport, under convoy. Request Ad-

miral Lee to order the gunboats to remain at Eastport to protect the transports until a cavalry force which is to be sent across to that point shall arrive and accomplish the work for which they are sent. Please acknowledge the receipt of this and report when the transports leave Paducah. Hold the steamers loaded for the same point—now at Nashville—until further orders.

WM. D. WHIPPLE,
Brigadier-General.

Brigadier-General J. L. DONALDSON,
Nashville.

[Telegram.]

NASHVILLE, *December 26, 1864.*

Naval officer at Paducah reports Admiral Lee gone up the Tennessee with five or six gunboats some days since. Have you any further orders for me about shipment of supplies to go up Tennessee River? General Allen, Louisville, is asking same question.

J. L. DONALDSON,
Chief Quartermaster.

General W. D. WHIPPLE,
Chief of Staff, Department of the Cumberland.

Report of Colonel Spalding, U. S. Army, referring to shelling of Florence, Ala., by gunboats.

LEXINGTON, ALA., *December 27, 1864—2 p. m.*

The rear guard of Forrest's command passed through here at 10 a. m., under command of General Jackson, C. S. Army. A lady from Florence reports that on the 25th instant the enemy were trying to pontoon the Tennessee River at Bainbridge; reports that they are fortified at Bainbridge to protect crossing at said place; bridge was not completed Sunday evening. Gunboats were shelling Florence this morning. * * *

Very respectfully, your obedient servant,

GEORGE SPALDING,
Colonel Twelfth Tennessee Cavalry.

Major-General WILSON.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding operations of Lieutenant-Commander Forrest, U. S. Navy, at Decatur, Ala., December 27, 1864.

MISSISSIPPI SQUADRON, FLAGSHIP FAIRY,
Tennessee River, January 18, 1865.

SIR: Lieutenant M. Forrest, commanding Eleventh District, reports under date of 4th instant the recent operations of the vessels in that district.

After assisting in the repulse of the enemy at Decatur, the fleet was occupied in occasionally shelling the place. After the engagements at Nashville, General Steedman came to retake Decatur. The

gunboats cooperated and the place, with the artillery there, was captured. Lieutenant Forrest then took his vessels down the Elk River Shoals, which they could not pass. There, taking armed transports, he went down to Mussel Shoals, but only found detached portions of the enemy's force attempting to cross. He sent out expeditions and captured several of these parties, among them a staff officer of General Ben J. Hill's, a staff officer of General J. A. Smith, and the commanding officer of a cavalry company, with his command and their horses, who had been cut off by our cavalry; also a captain at home on furlough, with 30 bales of his cotton.

The gunboats lost 3 killed and several wounded in the different engagements. The *General Burnside* and *General Thomas* were each hulled two or three times.

Lieutenant Forrest turned his prisoners over to the military authorities.

I have directed the cotton to be delivered to the Treasury agent.

Lieutenant Forrest states that the upper Tennessee is now entirely free of the enemy, except small bands of bushwhackers, on whom he is constantly making war.

I have the honor to be, sir, very respectfully, yours,
S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy.

Extract from report of Colonel Harrison, U. S. Army, regarding the evacuation of Decatur, Ala., by the enemy, December 27, 1864.

HDQRS. 1ST BRIGADE, PROVISIONAL DIV.,
ARMY OF THE CUMBERLAND,
Chattanooga, Tenn., January 12, 1865.

In obedience to your instructions I have the honor to submit the following report of the operations of this brigade from the time of its leaving Chattanooga (November 29) to the present date.

* * * * *

On the morning of the 27th of December the Provisional Division had arrived at a point on the north bank of the Tennessee River about 2 miles above Decatur. About this time the transports bearing the colored troops and the gunboats came down and landed in fine style on the south bank opposite. After the disembarkation of those troops my brigade was ferried over by the transports and landed on the south side. Soon after landing the enemy opened with a section of artillery and dropped some shells near us, but without damage. When the whole command had crossed we were moved over the mouth of a bayou which completely surrounded the place of landing and put in position on a ridge beyond. Very soon after, and while preparing to issue rations, received an order to move my brigade forward and form on the right of Colonel Salm's brigade, which was advancing toward Decatur. This order was promptly executed, and having deployed a skirmish line, my command advanced in line of battle through a very dense wood and underbrush

toward Decatur. While forming, the enemy burst a few shells over my lines, but, as it appeared afterwards, the enemy on our advance immediately withdrew the artillery and evacuated the place.

* * * * *

Respectfully submitted.

BENJAMIN HARRISON,
Colonel, Commanding.

Colonel J. A. WRIGHT,
Assistant Adjutant-General.

[Telegram.]

FLAGSHIP FAIRY,
Chickasaw, Ala., December 27, 1864—10 a. m.

River is falling very rapidly; enemy can cross anywhere above Waterloo.

S. P. LEE,
Acting Rear-Admiral, Commanding Mississippi Squadron.
Major-General THOMAS.

[Telegram.]

FLAGSHIP FAIRY,
Chickasaw, Ala., December 27, [1864].

(Received 29th, 1:20 p. m.)

I have destroyed a new fort at this point, and all the enemy's visible means of crossing the Tennessee below Florence, and to-day blew up two caissons and destroyed two fieldpieces there, knocking one into the river, the other into pieces.

Several transports with supplies for General Thomas arrived here to-day. I find from the general's dispatches that my movements have been in good time to meet his movements.

Hood's army is reported broken up, and its parts can not cross at or below Florence unless the river falls seriously. It is now falling, which made it impracticable to-day to reach the crossing which the enemy is said to be using above Little Mussel Shoals, 6 miles above Florence.

S. P. LEE,
Acting Rear-Admiral, Commanding.

Hon. GIDEON WELLES,
Secretary Navy.

[Telegram.]

FLAGSHIP FAIRY,
Off Chickasaw, Ala., Tennessee River, December 27, 1864.

I arrived here on the 24th and destroyed a new fort and magazine. No guns. Have been several miles above Florence, and have destroyed all the enemy's visible means of crossing below Florence. I found the enemy have fieldpieces probably protecting a crossing at foot of Big [Great] Mussel Shoals, 6 miles above Florence, which

want of water prevented my reaching. The rebels crossed their prisoners at Garner's Ferry, 12 miles below Florence, on the 19th instant. I destroyed over a dozen flats and pontoons there; nothing but one flat at Florence. I learned that Hood took some pontoons with him and others got adrift. Hood has earthworks at Florence, made last spring. Saw two on each side. No guns of on [sic] of each looked finished. Hood's troops arriving near Florence are said to declare that they don't know where his main army is; that they had orders to scatter and care for themselves; that no Tennessee troops have come to this river since Hood's defeat; that 100 wagons and a great many troops were grievously disappointed at my destruction of the ferry boats at Garner's Ferry, which obliged them to move thence up river. To-day I destroyed two guns and caissons at Florence Landing and found a battery of several fieldpieces on heights over left bank at Boone's Ferry. Neither of these places was occupied yesterday. Enemy is doubtless coming in, seeking crossings.

Your two telegrams of the 21st were received to-night. Your transports with provisions arrived here to-day, and will remove to Eastport to-morrow, where they will be well protected. I will immediately dispatch an ironclad and gunboats to convoy your troops from up Paducah. If any are there or expected, shall keep up patrol of river above and below.

S. P. LEE,

Acting Rear-Admiral, Commanding.

Major-General THOMAS.

[Telegram.]

Cipher.] PULASKI, [TENN.], *December 29, 1864—10 p. m.*

Your two telegrams have been received. We have been pressing the enemy as hard as the condition of the roads would permit, and have succeeded in taking some few prisoners—probably 500 or 600—since the enemy crossed Duck River. From the best information I have at this time, Hood's losses since he invaded the State of Tennessee sum up as follows: 6 general officers killed, 6 wounded, and 1 taken prisoner at Franklin—13 in all—and about 6,000 men killed, wounded, and taken prisoners at same battle. On the 8th instant, at Murfreesboro, he had 1 general officer wounded, about 70 men killed, and 207 taken prisoners, and losing 2 pieces of artillery. In the two battles of the 15th and 16th instant, before Nashville, he had 1 lieutenant-general severely wounded, 1 major-general, and 3 brigadier-generals, with 4,462 officers and men made prisoners, besides losing 53 pieces of artillery and over 3,000 stand of small arms. During his retreat we have captured 15 more guns, and from 1,500 to 2,000 prisoners and a large number of small arms have been picked up by the way. Citizens report here that he passed this place with his army completely disorganized, except the rear guard, composed of about 5,000 men. He destroyed a considerable quantity of ammunition at this place, besides abandoning an ammunition train of 15 or 20 wagons about a mile beyond. Your efficient cooperation on the Tennessee River has contributed largely to the demoralization of Hood's army. General A. J. Smith, commanding detachment of the

Army of the Tennessee, will probably reach Clifton by Sunday next (January 1, 1865), where transports are expected to meet him to take his command at Eastport. Please afford him every assistance in your power in effecting a secure lodgment at Eastport, and as I consider the Cumberland River now entirely safe I will be obliged to you if you will have a strong force kept on the Tennessee to keep open the navigation on that river.

In concluding this dispatch it gives me great pleasure to tender to you, your officers, and men my hearty thanks for your cordial cooperation during the operations of the past 30 days.

GEO. H. THOMAS,
Major-General, Commanding.

Admiral S. P. LEE,
*Comdg. Mississippi Squadron,
Flagship Fairy, Chickasaw, Ala., via Paducah.*

[Telegram.]

FLAGSHIP FAIRY,
Eastport, Miss., December 29, 1864.
(Received 30th.)

Enemy are erecting battery on heights above Eastport in position which we formerly and they subsequently occupied. I am annoying their working party. The river has fallen so low that Hood can cross above without interception from navy.

S. P. LEE,
Acting Rear-Admiral.

Major-General THOMAS.

[Telegram.]

HEADQUARTERS DEPARTMENT OF THE CUMBERLAND,
Pulaski, December 31, 1864—12 m.

Your dispatch of 29th just arrived. Do you mean the height at Eastport or on the river above, and how far above? Is there any indication that the enemy is in force or moving toward Corinth?

GEO. H. THOMAS,
Major-General, U. S. Volunteers.

Admiral S. P. LEE,
Flagship Fairy, Eastport, [Miss.].

Extract from report of Major-General Thomas, U. S. Army, regarding cooperation of the navy at Nashville, Tenn., December 15-16, and Decatur, Ala., December 27, 1864.

HEADQUARTERS DEPARTMENT OF THE CUMBERLAND,
Eastport, Miss., January 20, 1865.

COLONEL:

* * * * *

On retiring from before Murfreesboro the enemy's cavalry moved northward to Lebanon and along the bank of the Cumberland in that

vicinity, threatening to cross to the north side of the river and interrupt our railroad communication with Louisville, at that time our only source of supplies, the enemy having blockaded the river below Nashville by batteries along the shore. The Navy Department was requested to patrol the Cumberland above and below Nashville with the gunboats then in the river to prevent the enemy from crossing, which request was cordially and effectually complied with by Lieutenant-Commander Le Roy Fitch, commanding Eleventh District Mississippi Squadron. At the same time General Wilson sent a cavalry force to Gallatin to guard the country in that vicinity.

The position of Hood's army around Nashville remained unchanged and, with the exception of occasional picket firing, nothing of importance occurred from the 3d to the 15th of December. In the meanwhile I was preparing to take the offensive without delay; the cavalry was being remounted under the direction of General James H. Wilson as rapidly as possible, and new transportation furnished where it was required.

* * * * *

On the morning of the 15th of December, the weather being favorable, the army was formed and ready at an early hour to carry out the plan of battle promulgated in the special field order of the 14th. The formation of the troops was partially concealed from the enemy by the broken nature of the ground, as also by a dense fog, which only lifted toward noon. The enemy was apparently totally unaware of any intention on our part to attack his position, and more especially did he seem not to expect any movement against his left flank. To divert his attention still further from our real intentions, Major-General Steedman had, on the evening of the 14th, received orders to make a heavy demonstration with his command against the enemy's right, east of the Nolensville Pike, which he accomplished with great success and some loss, succeeding, however, in attracting the enemy's attention to that part of his lines and inducing him to draw reinforcements from toward his center and left. As soon as General Steedman had completed his movement the commands of Generals Smith and Wilson moved out along the Hardin Pike and commenced the grand movement of the day by wheeling to the left and advancing against the enemy's position across the Hardin and Hillsboro Pikes. A division of cavalry (Johnson's) was sent at the same time to look after a battery of the enemy's on Cumberland River at Bell's Landing, 8 miles below Nashville. General Johnson did not get into position until late in the afternoon, when, in conjunction with the gunboats under Lieutenant-Commander Le Roy Fitch, the enemy's battery was engaged until after nightfall, and the place was found evacuated on the morning of the 16th.

* * * * *

General Steedman reoccupied Decatur on the 27th of December and proceeded to carry out the second portion of his instructions, finding, however, that the enemy had already made good his escape to the south side of the Tennessee, and any movement on his railroad would be useless.

On announcing the result of the battles to Rear-Admiral S. P. Lee, commanding Mississippi Squadron, I requested him to send as much of his force as he could spare around to Florence, on the

Tennessee River, and endeavor to prevent Hood's army from crossing at that point; which request was most cordially and promptly complied with. He arrived at Chickasaw, Miss. [Ala.], on the 24th, destroyed there a rebel battery, and captured two guns, with caissons, at Florence Landing. He also announced the arrival at the latter place of several transports with provisions.

Immediately upon learning of the presence at Chickasaw, Miss., of the gunboats and transports, with provisions, I directed General Smith to march overland from Pulaski to Clifton, via Lawrenceburg and Waynesborough, and take post at Eastport, Miss.

* * * * *

GEORGE H. THOMAS,
Major-General, Commanding.

Lieutenant-Colonel R. M. SAWYER,
Asst. Adjt. General, Military Division of the Mississippi.

[Telegram.]

TUSCUMBIA, *November 3, 1864.*
(Received 4th.)

General Forrest reported on 31st ultimo from Paris, Tenn., that he had captured, during two preceding days, on Tennessee River, two gunboats and four transports, one-half of which are still serviceable.

G. T. BEAUREGARD,
General.

General S. COOPER,
Adjutant and Inspector General.

Extract from report of Major-General Forrest, C. S. Army, regarding operations in vicinity of Johnsonville, Tenn., October 30 to November 3, 1864.

HEADQUARTERS FORREST'S CAVALRY CORPS,
Verona, Miss., January 12, 1865.

COLONEL: * * * I avail myself, however, of the first leisure moment and have the honor of submitting the following report:

* * * * *

On the 30th [October] the steamer *Anna* came down the river and succeeded in passing both the upper and lower batteries, but was so disabled that she sunk before she reached Paducah. The *Anna* was followed by two transports (*J. W. Cheeseman* and *Venus*) and two barges, under convoy of the gunboat *Undine*. In attempting to pass my batteries all the boats were disabled. They landed on the opposite side of the river and were abandoned by the crews, who left their dead and wounded. Lieutenant-Colonel Kelley, with two companies of his regiment, was thrown across the river and soon returned to Paris Landing with the boats. The steamer *J. W. Cheeseman* was so disabled that she was ordered, with the two barges, to be burned; the gunboat was also burned while moving up the river to Johnsonville. The *Venus* was recaptured by the enemy

[November 2] but was destroyed next day [November 4] at Johnsonville by my batteries.

On the 1st of November I ordered my command to move in the direction of Johnsonville, which place I reached on the 3d.

* * * * *

The wharf at Johnsonville was lined with transports and gunboats. An immense warehouse presented itself and was represented as being stored with the most valuable supplies, while several acres of the shore were covered with every description of army stores. The fort was situated on a high hill and in a commanding position and defended by strong works.

All my troops having arrived, I commenced disposing of them with a view of bombarding the enemy. * * *

I ordered a simultaneous assault to commence at 3 o'clock. All my movements for twenty-four hours had been so secretive the enemy seemed to think I had retired, and for the purpose of making a reconnoissance two gunboats were lashed together and pushed out just before the attack opened. The bombardment commenced by the section of Morton's battery commanded by Lieutenant Brown. The other batteries joined promptly in the assault. The enemy returned the fire from 28 guns on their gunboats and 14 guns on the hill. About 50 guns were thus engaged at the same time, and the firing was terrific. The gunboats in fifteen minutes after the engagement commenced were set on fire, and made rapidly for the shore, where they were both consumed. My batteries next opened up on the transports, and in a short time they were in flames. The immense amount of stores were also set on fire, together with the huge warehouse above the landing. By night the wharf for nearly one mile up and down the river presented one solid sheet of flame. The enemy continued a furious cannonading on my batteries.

Having completed the work designed by the expedition, I moved my command 6 miles during the night by the light of the enemy's burning property. The roads were almost impassable, and the march to Corinth was slow and toilsome, but I reached there on November 10, after an absence of over two weeks, during which time I captured and destroyed 4 gunboats, 14 transports, 20 barges, 26 pieces of artillery, \$6,700,000 worth of property, and 150 prisoners. * * *

All of which is respectfully submitted.

N. B. FORREST,
Major-General.

Colonel E. SURGET,
Assistant Adjutant-General, Meridian, Miss.

Extract from report of Major-General Forrest, C. S. Army.

HEADQUARTERS FORREST'S CAVALRY,
Near Johnsonville, November 3, 1864.

GENERAL: Having advised you, by previous dispatch, of the capture of U. S. gunboat 55 [*Undine*] and three transports and barges, and also of the damage to steamer *Anna*, which, in consequence of

damage from our batteries, is reported to have sunk, I have now the honor to state that my command is in front of Johnsonville, at which place there are three gunboats and seven transports and quite a number of barges. I have batteries above and below the boats, and am to-night fortifying and placing a battery directly opposite them, and will to-morrow endeavor to sink or destroy them. Johnsonville is strongly fortified, with heavy siege pieces in their works, and is garrisoned by a heavy force. There are several boats and barges yet unloaded for want of room; the landing and banks (several acres in extent) are piled with freight for Sherman's army; all the houses are full, and trains are running incessantly night and day in removing them. I regret to state that the transport *Venus* was recaptured by the enemy. In moving up from Fort Heiman, orders were misunderstood and the boats got in advance of our land batteries, were come upon suddenly, and vigorously attacked by two gunboats of the enemy, the transport was disabled and abandoned, the crew escaped. Having only my ordnance train and a few wagons for carrying cooking utensils with me, I found it impossible to remove the stores captured from the steamer *Mazeppa*, at Fort Heiman, and had them placed on transport *Venus*, with a view, if possible, of carrying them up the river by Johnsonville or hauling them out from Reynoldsburg to Camden. Owing, also, to the condition of the roads and the fact that the horses attached to the 20-pounder Parrott guns were worn out, the guns were also placed upon the *Venus* and have fallen into the hands of the enemy. We still have the gunboat in possession, but she is out of coal and her furnaces being built for coal and it being impossible to supply her or to get her by Johnsonville, I may have to burn her. Will make the attack on the transports to-morrow at Johnsonville, and will, day after to-morrow, if necessary to do so, burn the gunboat and move to join General Hood.

* * * * *

I am, general, very respectfully, your obedient servant,

N. B. FORREST,
Major-General.

Lieutenant-General R. TAYLOR,
Commanding Dept. of Ala., Miss., and East La., Selma, Ala.

Extract from report of Brigadier-General Chalmers, C. S. Army.

HEADQUARTERS CHALMERS'S DIVISION,
Forrest's Cavalry, Perryville, Tenn., November 8, 1864.

MAJOR: In obedience to orders from Major-General Forrest, commanding, etc., I moved on the morning of the 30th of October from Paris, Tenn., with Rucker's brigade, my escort battalion, and four pieces of rifled artillery * * * to Paris Landing, on the Tennessee River, where I arrived about 11 a. m. on the same day. I found Colonel Bell at the landing with his brigade * * *. He reported to me that a short time before my arrival a gunboat and two transports had passed his position going down the river, and that, in obedience to orders from General Buford, he had reserved his fire until they had passed and had then opened upon them, and

he thought had done them some damage. One of the transports succeeded, as I was afterwards informed, in passing Fort Heiman, * * * but was badly crippled in the attempt. The other transport (the *Venus*) and the gunboat (the U. S. S. *Undine*, No. 55) were at a bend of the river about midway between the positions of Colonel Bell and General Buford and out of range of the guns of either. After consultation with Colonel Bell I directed him to move his artillery down the river to a point as nearly as possible opposite to the boats and to drive them from their position. He rode off to reconnoiter, and on returning reported that the order could not be executed on account of the ground to be passed over. My artillery having arrived, was placed in position on the bank of the river above that held by Colonel Bell, with an interval of several hundred yards between the sections.

Colonel Rucker, coming upon the field, suggested that guns should be moved down the river to attack the boats, and, on being told that Colonel Bell had reported the ground impracticable for artillery, he proposed that he and I should reexamine it. We accordingly rode down the river, Colonel Bell accompanying us, but before we had found a suitable position a courier reported another transport coming down. * * * The transport proved to be the *J. W. Cheeseman*, a stern-wheel steamer. She was allowed to pass the upper battery (Rice's) unmolested, but as soon as she came opposite to the middle battery (Hudson's) the guns of both opened upon her, and her steam pipe was cut and other parts of her machinery disabled. As she was passing Hudson's battery Colonel Bell's battery also opened upon her, and a heavy fire of small arms being poured into her by troops stationed along the bank of the river, she was soon compelled to surrender.

* * * * *

Colonel Rucker having reported that he had found a practicable route and a good position for attacking the boats below the landing, I directed him to move down to it with the section of Hudson's battery (two 10-pounder Parrott guns), the Fifteenth Regiment, and Twenty-sixth Battalion Tennessee Cavalry, of his brigade, and attack them, which he did with such vigor and success that, after a severe artillery duel between his battery and the gunboat, the latter was disabled and driven to the opposite bank, where all of her officers and crew who were able to do so abandoned her and escaped, leaving only the dead and wounded behind.

At the same time Lieutenant-Colonel Kelley, commanding Twenty-sixth Battalion Tennessee Cavalry, attacked the transport *Venus*, which was defended by a small detachment of United States Infantry, so sharply that she surrendered to him, and the gallant colonel, going on board of her with two companies of his battalion, crossed the river, took possession of the gunboat, and brought both safely to the landing.

While this fight was going on another gunboat (the No. 29 [*Tawah*]) appeared above us and, coming to anchor about a mile and a half above our batteries, began to shell them. The upper battery (Rice's) returned a few shots, but, finding the distance too great for effective firing, I directed it to move up nearer to the boat and ordered a portion of my escort battalion and the cadet company

of the Seventh Alabama Cavalry to support the battery and act as sharpshooters. After a brief and spirited engagement the gunboat weighed anchor and withdrew up the river. The *Cheeseman* was so badly injured that it was impossible to repair her with the means at our command, and she was afterwards burned by order of the major-general commanding, as were also the three barges captured on the same day. The transport *Venus* and the gunboat *Undine* being only slightly injured, were soon put in repair by his order. These boats being bound downstream, after having delivered their cargoes of freight for the United States Government at Johnsonville, contained no stores beyond the usual supplies for their own use and a small quantity of private freight of but little value for Army use. The *Undine* belonged to the class of gunboats known as "tinclads," and was one of the largest boats of her class on the river. She carried eight 24-pounder brass howitzers, and when captured had all of her armament and equipment on board of her. An attempt had been made to spike two of the guns and to disable one by placing a shell in its muzzle, but these were soon removed.

* * * * *

All of the troops, so far as I am informed, acquitted themselves well, but I feel it is but just to those who took the most prominent part in the execution of those plans that they should receive the greater share of that honor which is the dearest reward of a soldier.

* * * * *

Our loss in this affair was 1 man of Rucker's brigade severely wounded; that of the enemy, so far as we have been able to ascertain it, was 5 killed and 6 wounded on the *Venus*; 3 killed and 4 wounded on the *Undine*, and 1 wounded on the *Cheeseman*; total, 8 killed and 11 wounded. We also captured 43 prisoners, among whom was 1 officer and 10 men of the United States Infantry. The others belonged to the different boats.

On the morning of November 1 moved my command up the river as far as Danville, where we encamped, placing our guns in position on the river bank so as to protect our boats (the *Undine* and *Venus*), which had been ordered to move up the river, keeping in rear of our batteries.

On the following morning I moved toward Reynoldsburg, in accordance with previous instructions, but was afterwards ordered by the major-general commanding to halt near Davidson's Ferry and to place my guns in position at that place, which was done. Our boats having ventured too far beyond the protection of our batteries, were attacked by two of the enemy's gunboats, and the *Venus* was recaptured by them.

On the 3d instant we moved up the river opposite to Reynoldsburg and Johnsonville, and had frequent skirmishes during the day with the enemy's gunboats, of which there were three at the latter place, but without any decisive results.

* * * * *

The enemy had at Johnsonville three gunboats and a number of transports and barges—variously estimated at from eight to ten of the former and from twelve to fifteen of the latter, some of them laden—together with an immense quantity of Government stores, a part

of which was contained in a large warehouse, and the remainder piled upon the bank, covering about an acre of ground. The town was defended by a strong earthwork, well garrisoned, and supplied with artillery, and they possessed an additional advantage in the fact that the bank of the river at that side is much higher than that on which we were.

At 2 p. m. the bombardment began, and in a short time one of the gunboats was set on fire. One after another the others followed, and before nightfall all the gunboats, transports, and barges, the warehouse, and the greater part of the stores on the shore were set on fire and consumed. The enemy kept up a heavy fire from their gunboats and land batteries until the former were disabled, but without inflicting any serious injury upon us or forcing any part of our troops to abandon their positions. During the engagement five gunboats came up the river, evidently with the intention of reinforcing the town, but they retired after a sharp cannonading with the artillery under Colonel Logwood's command.

Our loss in this engagement was very small. * * *

All the officers and men under my command deserve honorable mention for the very creditable manner in which they have borne themselves during the entire expedition. * * *

I am, major, very respectfully, your obedient servant,

JAMES R. CHALMERS,
Brigadier-General.

Major J. P. STRANGE,
Assistant Adjutant-General, Forrest's Cavalry.

[Telegram.]

TUSCUMBIA, ALA., *November 8, 1864.*

General Forrest reports on 5th instant that he was then engaged fighting the enemy at Johnsonville, having already destroyed 4 gunboats of 8 guns each, 14 steamers, and 20 barges, with large quantity of quartermaster's and commissary stores, on landing and in warehouses, estimated at 75,000 to 120,000 tons. Six gunboats were then approaching, which he hoped to capture or destroy.

G. T. BEAUREGARD.

General S. COOPER,
Adjutant and Inspector General.

[Telegram.]

TUSCUMBIA, ALA., *November 15, 1864.*

General Forrest reports that his captured gunboat being disabled by three of enemy's, it became necessary to destroy it and the two transports under convoy up the river; but Forrest subsequently destroyed, as already reported, three gunboats of enemy.

G. T. BEAUREGARD.

General SAMUEL COOPER,
Adjutant and Inspector General, Richmond, Va.

Order of Major-General Hood, C. S. Army, to Brigadier-General Lyon, C. S. Army, regarding operations in Tennessee.

HEADQUARTERS,
Florence, Ala., November 18, 1864.

General Hood directs that you will move at once with your command, crossing the Tennessee and Cumberland rivers between Paducah and Johnsonville, and then move up the north bank of the Cumberland to Clarksville, Tenn., taking possession of that place, if possible. You will place all the mills within your reach on that side of the Cumberland in running order and put them to grinding at once. You will also destroy the railroads between Nashville and Clarksville and between Bowling Green and Nashville, taking care to keep all the telegraphic communications between these places constantly destroyed.

A. P. MASON,
Assistant Adjutant-General.

Brigadier-General H. B. LYON,
Commanding Department of Western Kentucky.
(Through Major-General Forrest, commanding cavalry.)

Extract from report of Brigadier-General Lyon, C. S. Army, referring to capture of Federal vessels and operations of gunboats at Cumberland City, Tenn., December 9, 1864.

HEADQUARTERS, DEPARTMENT OF WESTERN KENTUCKY,
Aberdeen, Miss., January 3, 1865.

* * * * *

On the 9th [December] I took possession of Cumberland City, 30 miles below Clarksville and 10 above Fort Donelson, on the Cumberland River, at which point, by means of our artillery, commanded by Lieutenant R. B. Matthews, of Gracey's battery, we succeeded in capturing a large steamer loaded with forage and provisions, which I converted into a ferryboat, and by means of which I crossed my command over the Cumberland. During the evening of the 9th I succeeded in capturing two other steamers and four barges, all of which I anchored in the channel and consigned to the flames; 50 prisoners, of whom one was a lieutenant-colonel, were captured on these boats. The property destroyed, including the steamboats, is estimated at \$1,000,000.

* * * * *

I succeeded in crossing the Cumberland at this place [Burkesville] without difficulty and moved south through Livingston, Sparta, McMinnville, and Winchester, Tenn.; from thence to Gunter's Landing, on the Tennessee River. I had up to this time been followed closely by the enemy, but had preserved my piece of artillery. The Tennessee River was very high; several gunboats were patrolling the river, and a large force of infantry and cavalry moving down from Huntsville to capture us, while the gunboats would keep us from crossing, but during the night I crossed my command over with canoes.

* * * * *

When all things are considered pertaining to this expedition it was a success beyond my most sanguine expectations. The men were

all new recruits, but poorly organized, and armed for the first time only the day before they crossed the Tennessee. They captured 3 valuable steamers; burned 8 fortified court-houses, several important railroad bridges, depots, stockades, and blockhouses; captured and paroled 250 prisoners; and caused to be withdrawn from Nashville McCook's entire division of cavalry, consisting of 3,000 veteran soldiers, and detained at and near Louisville Wilder's brigade of cavalry, about 1,500 strong, thus causing a diversion in favor of General Hood in his retreat from Nashville of 4,500 men.

* * * * *

I am, very respectfully, your obedient servant,

H. B. LYON,

Brigadier-General, Commanding Department.

Hon. J. A. SEDDON,

Secretary of War.

[Telegram.]

NEAR NASHVILLE, ON FRANKLIN PIKE,

December 15, 1864.

The enemy claim that we lost 30 colors in the fight at Franklin. We lost 13, capturing nearly the same number. The men who bore ours were killed on and within the enemy's interior line of works.

J. B. HOOD, *General.*

Hon. J. A. SEDDON,

Secretary of War, Richmond, Va.

Report of General Hood, C. S. Army, of battle of Nashville, Tenn.

HEADQUARTERS,

Spring Hill, Tenn., December 17, 1864.

In front of Nashville, on the morning of the 15th, the enemy attacked both of our flanks about the same time. On our right they were repulsed with heavy loss, but toward evening they succeeded in driving in our infantry outposts upon our left flank. Dispositions were made during the night to meet any renewed attack. Early on the 16th they made a general attack on our entire line, and all their assaults were handsomely repulsed, with heavy loss, till 3:30 p. m., when a portion of our line to the left of the center suddenly gave way, causing in a few minutes our line to give way at all points, our troops retreating rapidly down the Franklin pike. We lost in the two days' engagements 50 pieces of artillery, with several ordnance wagons. Our loss in killed and wounded is very small. Major-General Ed. Johnson, Brigadier-Generals T. B. Smith and H. R. Jackson are among the prisoners. Our loss in prisoners is not yet fully ascertained, but I think it comparatively small. I still have artillery enough with the army, and am moving to the south of Duck River.

J. B. HOOD, *General.*

Hon. JAMES A. SEDDON,

Secretary of War, Richmond, Va.

Extract from itinerary of Cheatham's Army Corps, following the retreat from Nashville.

* * * * *

Thursday, December 22.—Left Pulaski and moved out 5 miles.

Friday, December 23.—Marched about 20 miles on the Lewisburg road.

Saturday, December 24.—Marched 14 miles to-day, leaving 10 miles to make to the river.

Sunday, December 25.—Moving at daylight we soon reached Shoal Creek, 2 miles from the river. After great difficulty, on account of the high water and rough ford, we succeeded in crossing and bivouacked between the creek and river. This corps was at once put in position, and built works that night to protect the bridge in case the enemy should move on us from below, which was thought not improbable. Heard the gunboats all day in the direction of Florence.

Monday, December 26.—The pontoon across the river was completed this morning after working on it all night, General Cheatham supervising in person, and about sunrise the trains began to cross. By night most of our wagons and artillery had crossed. Leaving orders for his troops to move across at 3 o'clock the next morning, General Cheatham came over about 7 o'clock at night and slept some 2 miles from Bainbridge. Two gunboats came up the river in the afternoon to within 2 or 3 miles of the bridge, but were driven back by our batteries.

* * * * *

Report of Commander Bryson, U. S. Navy, acknowledging orders to command the U. S. S. Essex.

NAVY YARD, NEW YORK, *October 13, 1864.*

SIR: I have the honor to acknowledge the receipt of orders directing me to proceed to Cairo, Ill., and report to Rear-Admiral Porter for the command of the U. S. S. *Essex*.

I am, respectfully, your obedient servant,

A. BRYSON,
Commander.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Instructions of Captain Pennock, U. S. Navy, to Lieutenant-Commander Greer, U. S. Navy, on temporary withdrawal of the former from Mound City.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, Ill., October 14, 1864.

SIR: Duty calling me down the river, you will assume temporarily the command of the naval station at Mound City, Ill. You will sign all requisitions for necessary stores for the fleet and approve invoices. See that the vessels are well supplied with coal, provisions, and stores.

You will open all dispatches and official documents addressed to me, and execute such as may appertain to the station.

I wish the *Milwaukee* sent down the river to-morrow, if possible, and the *Peosta*, *Fairplay*, and *Victory* should be sent to the districts to which they belong as soon as possible.

Use every precaution to guard against fire and surprise, and that the public property is properly guarded.

Having given you verbal instructions upon all other subjects, I feel confident that they will be carried out with your usual ability.

You will cordially cooperate with the army should they desire it.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Captain, Commanding Mississippi Squadron.

Lieutenant-Commander JAMES A. GREER, U. S. Navy,
Commandant of Station (pro tem.) Mound City, Ill.

[Telegram.]

CAIRO, ILL., *October 14, 1864.*
(Received 15th, 4.30 a. m.)

The *Milwaukee* will leave to-morrow in obedience to your orders. I shall leave to-morrow morning for the lower river on board the *Black Hawk*. During my absence Lieutenant-Commander James A. Greer will have command of the naval station at Mound City.

A. M. PENNOCK,
Captain.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Captain Pennock, U. S. Navy, regarding his temporary withdrawal from Mound City for an inspection of the fleet.

MISSISSIPPI SQUADRON, FLAGSHIP *BLACK HAWK*,
Mound City, Ill., October 14, 1864.

SIR: When Admiral Porter ordered me to assume command of the Mississippi Squadron until further orders from the Department, he recommended that I should visit, as soon as possible, all the districts below and examine the condition of affairs.

In accordance with that recommendation, I shall leave on board the *Black Hawk* to-morrow morning for the purpose of inspecting the fleet and making such arrangements as may be necessary for present and future operations.

Admiral Porter also recommended that calcium lights should be provided for all the large vessels of the squadron, to guard against the approach of torpedoes, which the enemy are now using. I respectfully request that 26 may be furnished and a suitable person be sent out to arrange them.

I have left the naval station at Mound City temporarily under the command of Lieutenant-Commander James A. Greer, an officer in whose ability and judgment I have every confidence.

I have the honor to be, your obedient servant,

A. M. PENNOCK,

Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Captain Pennock, U. S. Navy, transmitting list of vessels of the Mississippi Squadron for October 15, 1864.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Memphis, Tenn., October 24, 1864.

SIR: I have the honor to enclose herewith semimonthly report of the vessels of this squadron, with their commanders and present stations.

Very respectfully, your obedient servant,

A. M. PENNOCK,

Captain, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

OCTOBER 15, 1864.

Vessels.	Commander.	Where stationed.
Argosy.....	Actg. Master John C. Morong.....	Donaldsonville.
Abraham.....	Actg. Ensign Wm. Wagner.....	Mound City, Ill.
Alexandria.....	Actg. Master D. P. Rosenmiller.....	Donaldsonville.
Avenger.....	Actg. Vol. Lieut. Chas A. Wright.....	Morganza.
Black Hawk.....	Lieut. Comdr. Edwd. Y. McCauley.....	Mound City, Ill.
Benton.....	Lieut. Comdr. Robt. L. May.....	Grand Gulf.
Brilliant.....	Actg. Vol. Lieut. Chas. G. Perkins.....	Cumberland River.
Brown.....	First Class Pilot J. A. French.....	Towboat.
Chillicothe.....	Actg. Vol. Lieut. Geo. P. Lord.....	Fort Adams.
Choctaw.....	Lieut. Comdr. Jno. J. Cornwell.....	Bayou Sara.
Carondelet.....	Lieut. Comdr. John G. Mitchell.....	Between Memphis and Columbus.
Cricket.....	Actg. Master M. J. Cronin.....	White River.
Champion.....	Actg. Ensign Thos. Divine.....	Fort Adams.
Curlew.....	Actg. Ensign H. B. O'Neill.....	Grand Gulf.
Exchange.....	Actg. Vol. Lieut. Jas. C. Gipson.....	White River.
Essex.....	Comdr. Robert Townsend.....	Memphis.
Eifin.....	Actg. Master A. F. Thompson.....	Tennessee River.
Forest Rose.....	Actg. Vol. Lieut. A. N. Gould.....	Between Natchez and Vicksburg.
Fairplay.....	Actg. Master G. J. Groves.....	Cumberland River.
Fawn.....	Actg. Vol. Lieut. Jno. R. Grace.....	Arkansas River.
Fort Hindman.....	Actg. Vol. Lieut. Jno. Pearce.....	Between Morganza and Fort Adams.
Fairy.....	Actg. Ensign Chas. Swendsen.....	Cape Girardeau.
General Price.....	Actg. Vol. Lieut. W. R. Wells.....	Donaldsonville.
General Bragg.....	Actg. Vol. Lieut. C. Dorniny.....	Morganza.
Great Western.....	Actg. Vol. Lieut. John Scott.....	Receiving ship, Cairo, Ill.
General Lyon.....	First Class Pilot R. E. Birch.....	Dispatch boat.
General Pillow.....	Actg. Ensign F. W. Halsted.....	Guard boat, Cairo.
Gazelle.....	Actg. Master Chas. Thatcher.....	Red River, La.
Grampus.....	Actg. Master Benj. Sebastian.....	Receiving ship, Cincinnati.
Hastings.....	Actg. Vol. Lieut. J. S. Watson.....	Below Memphis.
Huntress.....	Actg. Master J. S. Dennis.....	Between Memphis and Columbus.
Judge Torrence.....	Actg. Master Jeremiah Irwin.....	Natchez (ordnance boat).
Juliet.....	Actg. Vol. Lieut. T. B. Gregory.....	White River.

Vessels.	Commander.	Where stationed.
Key West.....	Actg. Vol. Lieut. E. M. King.....	Tennessee River.
Kenwood.....	Actg. Vol. Lieut. John Swancy.....	Baton Rouge.
Kickapoo.....	Actg. Vol. Lieut. D. C. Woods.....	Transferred to West Gulf Blockading Squadron.
Lafayette.....	Lieut. Comdr. J. P. Foster.....	Fort Adams.
Louisville.....	Lieut. Comdr. Geo. Bacon.....	Skipwith's Landing.
Lexington.....	Lieut. Geo. M. Bache.....	White River.
Little Rebel.....	Actg. Ensign J. B. Pettéy.....	Mound City, repairing.
Mound City.....	Actg. Vol. Lieut. A. R. Langthorne.....	Carthage.
Marmora.....	Actg. Master Thos. Gibson.....	Above Vicksburg.
Moose.....	Lieut. Commander Le Roy Fitch.....	Cumberland River.
Milwaukee.....	Actg. Vol. Lieut. J. W. Magune.....	Transferred to West Gulf Blockading Squadron.
Naiad.....	Actg. Master Henry T. Keene.....	Below Fort Adams.
New Era.....	Actg. Master A. C. Sears.....	New Madrid.
New National.....	First Class Pilot A. M. Grant.....	Dispatch boat.
Naumkeag.....	Actg. Vol. Lieut. John Rogers.....	Mound City, repairing.
Neosho.....	Actg. Vol. Lieut. Samuel Howard.....	White River.
Nymph.....	Actg. Master Patk. Donnelly.....	Below Memphis.
Osage.....	Actg. Vol. Lieut. Geo. W. Rogers.....	Aground above Helena, Ark.
Ousachita.....	Lieut. Comdr. Byron Wilson.....	Donaldsonville.
Ozark.....	Actg. Vol. Lieut. Geo. W. Brown.....	Red River.
Pittsburg.....	Actg. Vol. Lieut. W. R. Hoel.....	Grand Gulf.
Prairie Bird.....	Actg. Master Thos. Burns.....	Mouth Yazoo River.
Paw Paw.....	Actg. Master M. V. B. Haines.....	Tennessee River.
Peosta.....	Actg. Vol. Lieut. Thos. E. Smith.....	Do.
Peri.....	Actg. Master T. M. Farrell.....	Red River.
Romeo.....	Actg. Master Thos. Baldwin.....	Mouth Arkansas River.
Rattler.....	Actg. Vol. Lieut. James Laning.....	Carthage.
Red Rover.....	Actg. Ensign Chas. King.....	Hospital boat.
Robb.....	Actg. Ensign Jas. Tuohy.....	On special service with fleet paymaster.
Reindeer.....	Actg. Vol. Lieut. H. A. Glassford.....	Ohio River.
Springfield.....	Actg. Master Jos. Watson.....	Cumberland River.
St. Clair.....	Actg. Master J. C. Coyle.....	Mound City, repairing.
Silver Lake.....	Actg. Master Wm. Ferguson.....	Ohio River.
Silver Cloud.....	Actg. Chief Eng. C. H. Christopher.....	Memphis, Tenn.
Samson.....	Actg. Master Jas. Fitzpatrick.....	Blacksmith shop.
Siren.....	Actg. Vol. Lieut. H. H. Goringe.....	Cape Girardeau.
Sibly.....	Lieut. Comdr. Jas. W. Shirk.....	Memphis.
Tuscumbia.....	Actg. Vol. Lieut. F. S. Hill.....	Mound City, repairing.
Tyler.....	Actg. Vol. Lieut. Jason Goudy.....	Mouth White River.
Tawah.....	Actg. Ensign E. C. Van Pelt.....	Tennessee River.
Texas.....	Actg. Master J. L. Bryant.....	Mound City.
Undine.....	Actg. Master Fredk. Read.....	Tennessee River.
Victory.....		Ohio River.
Vindicator.....		Natchez.

[Telegram.]

NAVY DEPARTMENT, *October 17, 1864.*

SIR: Rear-Admiral Farragut having expressed a wish to continue for the present in command of the West Gulf Blockading Squadron, the Department has consented to his doing so.

The Mississippi Squadron and the Philadelphia Navy Yard are without appropriate commandants. The Department proposes to assign you to the former, unless, from your long sea service, you require a respite and would prefer the latter. The condition of the Mississippi Squadron is such that it will be necessary that the commander should enter upon his duties within a week.

I am, respectfully,

GIDEON WELLES,
Secretary of the Navy.

Captain S. P. LEE, U. S. Navy,
Washington.

Letter from Commander Townsend, U. S. Navy, to Major Morgan, U. S. Army, regarding expected attack by the enemy upon Memphis, Tenn.

U. S. IRONCLAD ESSEX,

Monday, October 17, 1864—12:30 a. m.

MY DEAR MAJOR: Thank you for the information you are giving me. In case of an attack the *Carondelet* (with a heavy battery) will be taken in tow by the *Red Rover* and will proceed down to the fort to operate thereabouts, as circumstances may require. Captain Pattison volunteered to take command should the attack be made. I gladly accepted his offer. He is probably better acquainted with the localities ashore than any of the rest of us. The *Fawn* (No. 30), a tinclad, will look out for the immediate neighborhood of the navy yard. Her engines are repairing, but she can do pretty good service where she is. With the *Essex*, I am all ready to shove off and attend to the enemy at any point where we can do the most service. When they do attack, please inform me of their situation, direction, and distance from the river. Anywhere within three or three and a half miles I can drop a few 100-pounder shells among them, if I only knew their direction and distance. The elevation given to the guns for such ranges, or even less, would carry the shells well over the houses of the city. I will be happy to do anything in my power to aid and support you. Captain Pattison's family will come aboard the *Essex* in case of an attack. Should the attack be made let me suggest that you send a signal officer aboard the *Essex*. Through him you could communicate information as to the position, etc., of the enemy after we have shoved off into the stream.

Yours, very truly,

ROBERT TOWNSEND,
Commander, U. S. Navy.

Major MORGAN,
Chief of Staff, etc.

Order of Captain Pennock, U. S. Navy, to Lieutenant-Commander McCauley, U. S. Navy, to assume temporary command of U. S. Flagship Black Hawk.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Memphis, Tenn., October 18, 1864.

SIR: Your orders to the U. S. S. *Benton* are hereby temporarily suspended, and you will take command of this vessel pro tem.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Commanding Mississippi Squadron.

Lieutenant-Commander E. Y. McCAULEY, U. S. Navy.

Correspondence and reports regarding expected attempt of the enemy to cross the river at Gaines Landing, Ark., October 18 to November 8, 1864.

Report of Captain Pennock, U. S. Navy, transmitting information from Major-General Canby, U. S. Army.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Columbus, Ky., October 28, 1864.

Sir: Immediately on the receipt of the enclosed information from General Canby, a copy of which had been sent to each of the gunboats, I strengthened the divisions of the squadron most requiring it, and issued the following order to the commanding officers of the divisions:

The enemy must not be allowed to cross the river. Officers in command will develop their utmost vigilance and activity, and take every precaution to prevent such a movement. Vessels must be kept in motion night and day. Should it be necessary to move the ironclads, do not hesitate to avail yourself of any steamer or steamers to tow them with rapidity to the point where the crossing may be prevented.

I have the honor to be, your obedient servant,

A. M. PENNOCK,
Captain, Commanding Mississippi Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

Confidential.] HDQRS. MILITARY DIV. OF WEST MISSISSIPPI,
New Orleans, La., October 18, 1864.

GENTLEMEN: I am instructed by the major-general [Canby] commanding to call your attention to the following intercepted cipher dispatch, the original of which has doubtless reached its destination:

MONTGOMERY, *September 30.*

What are you doing to execute the instructions sent you to forward troops to east side of the Mississippi? If success will be more certain, you can substitute Wharton's cavalry command for Walker's infantry division, by which you may effect a crossing above that part of the river patrolled by the larger class of gunboats.

JEFF DAVIS.

General E. K. SMITH,
Shreveport, La.

It is evident that the recently frustrated attempts which have been made by the rebels west of the Mississippi to cross a large force will be renewed, and I am instructed respectfully to request that the necessary additional precautions may be taken accordingly. Major-General [J. J.] Reynolds leaves Morganza for the mouth of White River to-night or to-morrow morning in the steamer *Colonel Cowles*, and you will confer a favor by communicating to him and to the nearest military post any information that you may be able to obtain in relation to the movements of the enemy. After the time General Reynolds may be supposed to have reached White River you are requested to send dispatches to him, care of the naval officer com-

manding the district at the mouth of that river, and to transmit copies of the same to these headquarters. I have the honor to be,

Very respectfully, your obedient servant,

C. T. CHRISTENSEN,
Lieutenant-Colonel, Assistant Adjutant-General.

OFFICERS COMMANDING U. S. GUNBOATS,
On Mississippi River.

Letter from Major-General Canby, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, regarding intercepted dispatch giving the key to the movement of the Confederates.

HDQRS MILITARY DIVISION OF WEST MISSISSIPPI,
New Orleans, La., October 18, 1864.

ADMIRAL: I received a dispatch yesterday morning from General Steele, reporting that the enemy in his front had suddenly fallen back, but that he was unable to account for this unexpected movement. Last night we succeeded in deciphering a captured cipher telegram from Jefferson Davis, which, I think, gives the key to the movement. I have sent a fast boat up the river to notify the gunboats and troops, and believe we shall be able to checkmate the movement. I think the crossing will be attempted in the neighborhood of Gaines Landing. I have been notified that dispatches in relation to the projected operations from the neighborhood of Mobile will be down by the next steamer from New York; as soon as they are received I will make you a visit. I should have been over before this time, but the affairs in Missouri and Arkansas have kept me busy as well as anxious. Porter takes the North Atlantic Squadron; Pennock desires to get the *Manhattan* and *Tennessee*. As the movement of the rebels will probably draw the heavier gunboats up, I think it will be advisable to send one or two heavy boats to the mouth of Red River until after this matter has been settled.

Very respectfully, your obedient servant,

E. R. S. CANBY,
Major-General, Commanding.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

Circular from Major-General Canby, U. S. Army, to commanding officers of naval districts, regarding measures of cooperation.

HDQRS. MILITARY DIVISION OF WEST MISSISSIPPI,
New Orleans, La., October 20, 1864.

SIR: I have asked Admiral Farragut to send some heavy gunboats to the mouth of Red River to replace any of that class that you may think it advisable to send up the Mississippi in anticipation of the projected crossing by the rebels. My information leads to the belief that the crossing under Jeff Davis's last order will be attempted in the vicinity of Gaines Landing, but it may be attempted

lower down. If you should find it necessary to send any of the gunboats from your district, I will endeavor to have them replaced by arrangements with Admiral Farragut and Commodore Palmer.

Very respectfully, your obedient servant,

E. R. S. CANBY,
Major-General, Commanding.

NAVAL COMMANDERS FIRST, SECOND, THIRD,
FOURTH, FIFTH, AND SIXTH DISTRICTS,
Below Vicksburg, Mississippi Squadron.

Letter from Captain Pennock, U. S. Navy, to Major-General Canby, U. S. Army, transmitting order sent to district commanders.

U. S. MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Memphis, Tenn., October 24, 1864.

GENERAL: Permit me to thank you for sending me and the commanding officers of the vessels in this squadron your circular of the 18th [20th] instant. I herewith enclose a copy of my orders to the district commanders, and feel confident that no lack of vigilance on their part will enable the enemy to accomplish the crossing proposed. In this connection allow me to repeat that I trust Admiral Farragut will send the *Manhattan* and *Tennessee* to this squadron. Their services in cases like the present would be invaluable.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Captain, Commanding Mississippi Squadron.

Major-General E. R. S. CANBY,
Comdg. Military Division of West Miss., New Orleans, La.

[Enclosure.]

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Memphis, Tenn., October 23, 1864.

SIR: I have been informed by a member of General Canby's staff of the capture of an intercepted cipher dispatch, the original of which has doubtless reached its destination, from Jeff Davis to the rebel General E. K. Smith, ordering certain bodies of troops to cross to the east side of the Mississippi River, recommending that the crossing should take place at some point above that part of the river which is patrolled by the larger gunboats. The enemy must not be allowed to cross the river. Officers commanding will develop their utmost vigilance and activity, and take every possible precaution to prevent such a movement. Vessels must be kept in motion, night and day. Should it be necessary to move the ironclads, do not hesitate to avail yourself of the services of any steamer or steamers to tow them with rapidity to the point where the crossing may be prevented.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Captain, Commanding Mississippi Squadron.

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Canby, U. S. Army, regarding gunboats ordered as requested.

U. S. FLAGSHIP HARTFORD,
Mobile Bay, October 25, 1864.

GENERAL: I have sent orders to Commodore Palmer to send gunboats up to Red River as requested by you. One gunboat can prevent any force from crossing the river if the rebels have no vessels of war for transferring their men, but gunboats must go in couples, to act to the best advantage in such cases.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Major-General E. R. S. CANBY, U. S. Army,
*Commanding Military Forces, Division of West Miss.,
Hdqrs. New Orleans.*

Letter from Major-General Canby, U. S. Army, to Lieutenant-Commander Foster, U. S. Navy, regarding the expected crossing by the enemy.

HDQRS. MILITARY DIVISION OF WEST MISSISSIPPI,
New Orleans, La., October 25, 1864.

CAPTAIN: I have the honor to acknowledge the receipt of your communication of the 22d instant. The original order to cross the Mississippi River created great dissatisfaction among all the rebel troops that were ordered to cross, but the mutiny was confined in great measure to the Texas troops. Jefferson Davis, in renewing the order to cross, has endeavored to provide for this difficulty by substituting Wharton's division for Walker's. I have no doubt the attempt to cross will be made by at least a part of the forces now west of the Mississippi. The exchange proposed for the engineer of Captain Ramsay's vessel will be made if there should be no special objection to it.

Very respectfully, your obedient servant,

E. R. S. CANBY,
Major-General, Commanding.

Capt. JAMES P. FOSTER, U. S. Navy,
*Comdg. 3d and 4th Dists., Miss. Squadron,
off Mouth of Red River.*

Report of Acting Rear-Admiral Lee, U. S. Navy, giving information received from Lieutenant-Commander Wilson, U. S. Navy.

No. 12.]

U. S. MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, November 7, 1864.

SIR: Lieutenant-Commander Byron Wilson, commanding the river district next above New Orleans, reports, under date of 26th ultimo, that General Canby has given him notice that the rebels would probably try to cross at or near Gaines Landing, below the

Arkansas River. Lieutenant-Commander Wilson adds that General Canby is so much concerned about this probable movement of the enemy as to apply to Admiral Farragut for vessels to go up the river.

I have the honor to be, sir, very respectfully, yours,
S. P. LEE,
Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Lee, U. S. Navy, giving information received from Lieutenant-Commander Cornwell, U. S. Navy.

No. 13.]

U. S. MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, November 8, 1864.

SIR: Lieutenant-Commander Cornwell, commanding Second District, reports, under date of October 26 (received to-day), that General Canby had informed him that the rebel "troops have refused to cross the river, and that he had no apprehensions on the subject."

Lieutenant-Commander Cornwell does not give the date of his advices. Lieutenant-Commander Wilson's information from General Canby, referred to in my No. 12 of 7th instant, was received on the 22d; the date of the communication was not stated, however.

I have the honor to be, sir, very respectfully, yours,
S. P. LEE,
Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Lee, U. S. Navy, accepting command of the Mississippi Squadron.

WASHINGTON, October 19, 1864.

SIR: I have the honor to acknowledge the receipt of the Department's communication of the 17th instant, and to accept the command of the Mississippi Squadron.

I beg leave to make my acknowledgments for this indication of your continued confidence.

I have the honor to be, sir, very respectfully, yours,
S. P. LEE,
Captain, U. S. Navy.

HON. GIDEON WELLES,
Secretary of the Navy.

P. S.—I desire, unless greater dispatch is necessary, to leave here on Wednesday next for Cairo, via Philadelphia.

[Telegram.]

NAVY DEPARTMENT,
Washington, October 21, 1864.

SIR: The Department has received your letter of the 19th instant, accepting the command of the Mississippi Squadron, tendered to you in its letter of the 17th instant.

You can delay your departure until the 26th instant, when you will proceed to Cairo and assume command of the squadron, hoisting the flag of an acting rear-admiral.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Captain S. P. LEE, U. S. Navy,
Washington.

Report of Commander Bryson, U. S. Navy, on assuming command of the U. S. S. Essex.

U. S. NAVAL STATION,
Mound City, Ill., October 21, 1864.

SIR: I respectfully state that I reported this day to the senior naval officer present for the command of the U. S. S. *Essex*.

I am, respectfully, your obedient servant,

A. BRYSON,
Commander.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Letter from Commander Townsend, U. S. Navy, to Major Morgan, U. S. Army, making enquiry regarding the movements of the enemy against Memphis, Tenn.

U. S. IRONCLAD ESSEX,
Memphis, October 22, 1864.

DEAR MAJOR: I send an officer again to ask if you have any further information regarding the position or movements of the enemy. Captain Pennock tells me that he may leave in the morning, and he desires to have the latest news. I must say it is my own opinion that the rebels have not in any degree abandoned their intention to attack Memphis. Their last known positions place them on roads radiating hence like a fan, and much nearer Memphis than to Columbus, or any other seemingly threatened point. They desire to lull us into a fatal security by circulating rumors of intended movements into Western Kentucky. But I have no fear that they will deceive you into a disregard of all prudent preparations.

Yours, very truly,

ROBERT TOWNSEND,
Commander, U. S. Navy.

Major WILLIAM H. MORGAN,
Chief of Staff, etc.

Report of Captain Lee, U. S. Navy, requesting that marines or soldiers be placed at his disposition for service in the Western rivers.

WASHINGTON, Monday, October 24, 1864.

SIR: The Department's order of the 21st instant, directing me to assume command of the Mississippi Squadron, was received last evening.

I suggest for the consideration of the Department the importance of having 1,000 marines or other soldiers, with a corresponding provision of fieldpieces and transportation, placed at my disposition for the purpose of capturing armed parties interrupting the navigation of the Western rivers.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Captain, U. S. Navy.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Pennock, U. S. Navy, referring to cooperation of gunboats for the protection of Columbus, Ky., and Memphis, Tenn.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Memphis, Tenn., October 25, 1864.

SIR: Since my communication of the 4th instant (No. 11) I have visited Columbus, Ky., where I was informed that only 400 effective troops were stationed for its defense, and that an attack on the post was expected. The commanding officer of the garrison had stated to Lieutenant-Commander Mitchell that he would be obliged to abandon the post in the event of his gunboats being withdrawn. This being out of the question, I reinforced him with another gunboat and remained there until additional troops arrived, and all immediate danger of attack subsided.

I arrived in Memphis on the 17th, where, as I anticipated, an attack was hourly expected. I had a strong force of gunboats at this place, and was enabled, by a cordial cooperation with the commanding general, to arrange satisfactorily for the defense of the city.

Information no doubt reached the rebels that the army and navy were prepared to receive them. Learning that they had passed to the northward and halted, I felt satisfied that there were no fears of an attack at that time.

I therefore availed myself of the opportunity to visit the monitor *Osage*, which vessel has been high and dry for some months near Helena, Ark.

Mechanics had been sent down to work on her, under the directions of her commander, Acting Volunteer Lieutenant George W. Rogers. I found that owing to his able management the extensive repairs and alterations which were required upon her were all in a forward state of completion.

As soon as the river rises sufficiently she will be floated off, and will then be in far better condition than she was when first built.

She now lies in a very exposed condition. I have added to her crew, directed a gunboat to guard her, and requested General Buford, who commands at Helena, to have a force to assist in her defense, should it be necessary.

The falling water admonished me not to pass over Helena Bar in this vessel. Wishing to keep within striking distance of the rebel forces now moving in the vicinities of the upper part of the river, to be in the position most favorable to hear of their movements, and to be ready to concentrate a force of gunboats at any threatened point of attack, I returned to this place.

I have the honor to be, your obedient servant,

A. M. PENNOCK,
Captain, Commanding Mississippi Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Colonel Osband, U. S. Army, referring to cooperation of the U. S. S. Prairie Bird.

HEADQUARTERS CAVALRY FORCES,
Skipwith's Landing, October 27, 1864.

GENERAL: I have the honor to report that although some rebels are reported, I have yet been able to find only a few at any one time. Major Cook has proceeded up the Deer Creek as far as Greenville and will swing around via Lake Washington to camp here some time to-morrow. About 30 mules, 50 cattle, 200 sheep, and 30 bales of cotton have come in. I have found confiscable cotton to the amount of 500 bales that requires from seven to twenty-five miles hauling.

To-night the gunboat No. 11 (*Prairie Bird*) will be at Ashton at 2 a. m., and I will have the *Metropolitan* there at that time to land the Eleventh Illinois Cavalry. Captain Bacon is very desirous that I remain a few days to attempt the solution of the mystery of their crossing. Should I not receive orders from you to the contrary, I shall be in Vicksburg Monday or Tuesday morning. Should you desire me to remain longer and scout the vicinity of Gaines Landing, I will need rations for 650 men for such time as you may designate. * * *

E. D. OSBAND,
Colonel, Commanding Cavalry Expedition.

Major-General N. J. T. DANA,
Commanding.

[Telegram.]

LEXINGTON, *October 27, 1864—10.30 a. m.*

What gunboats have you at Paducah? Call upon the naval commander for assistance, and report what he can do for you.

S. G. BURBRIDGE,
Brevet Major-General, Commanding.

Brigadier-General S. MEREDITH,
Paducah, Ky.

Letter from Commander Townsend, U. S. Navy, to Brigadier-General Smith, U. S. Army, referring to the expected attack upon Memphis, Tenn.

U. S. IRONCLAD ESSEX,
Memphis, Tenn., October 28, 1864.

GENERAL: I have forwarded your communication of this day's date to the commander in chief of the Mississippi Squadron. As I was included in the address of your letter, I reply to your query by saying I agree with you in thinking it will have a beneficial effect in checking guerrilla outrages if steamers be forbidden to land on the east bank of the river between Columbus and this place. If you will issue such an order I will not wait to hear from Captain Pennock in regard to it, but will cooperate with you by giving a similar order to the gunboats above Memphis. I also sent to Captain Pennock the information you received from Colonel Osband in regard to another contemplated attack upon Memphis.

I remain, very respectfully, your obedient servant,

ROBERT TOWNSEND,
Commander, U. S. Navy.

Brigadier-General M. L. SMITH, U. S. Volunteers,
Commanding District of West Tennessee ad interim.

Letter from Captain Pennock, U. S. Navy, commanding Mississippi Squadron pro tem., to Rear-Admiral Porter, U. S. Navy, regarding expedition down the river.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Columbus, [Ky.], October 28, 1864.

DEAR ADMIRAL: I did not go lower down the river than where the *Osage* lies, hard aground. Falling water admonished me not to take this vessel over Helena Bar, and I desired to keep within striking distance of the enemy, who are now in strong force in Kentucky and Tennessee. On my way down, I found only 400 effective troops at Columbus. The commandant of the post told Captain Mitchell that if the gunboats were taken away he would be obliged to evacuate the place; of course, this was out of the question. I ordered another gunboat there and remained myself until reinforcements arrived. I then pushed on to Memphis, where I found an attack was hourly expected, and with good reason, too. I had a good force of gunboats there, and both army and navy were well prepared to receive the rebels. After hanging about the neighborhood a few days, the rebs came to a conclusion that discretion was the better part of valor, and moved off in a northerly direction. I am following them up, for I have no doubt we shall have trouble on the upper river.

At Memphis I received a telegram from the Secretary of the Navy (forwarded from Cairo), ordering Mr. Woodruff to report to you. I have sent him as soon as I possibly could.

Mrs. Pennock writes me that she has seen Breese and Guild and received a very kind note from you, informing her that you had obtained an order from General Grant in relation to her father. She feels grateful to you for this and your many other acts of kindness.

As soon as Lieutenant-Commander May arrived I ordered him to the command of the Fifth District and McCauley to this ship. I found it necessary to have a captain for her, and one, too, in whom I could confide. I thought it best that Flye should retain command of the *Benton* for the present to aid May with his experience. I feel deeply interested in your movements and wish you every success.

The *Osage* is in better condition now than when she was delivered over to us. She is all ready to be floated off as soon as the river rises. Mr. Laning is hard at work on the *Indianola*. The river is falling very fast, and I fear we shall again have very low water, which will interfere with our operations.

I expect to return to Mound City to-morrow to meet the commissioners. When I get through with them, if all is quiet, I will go down the river, even if I have to take a tinclad; that is to say, if no one is sent out to relieve me. Give my warmest regards to Breese and all friends, and tell Breese to write me.

Sincerely, your friend,

A. M. PENNOCK.

Rear-Admiral D. D. PORTER.

Order of Commander Townsend, U. S. Navy, to Lieutenant-Commander Mitchell, U. S. Navy, prohibiting the landing of steamers on east bank of river between Memphis, Tenn., and Columbus, Ky.

U. S. IRONCLAD ESSEX,

Memphis, Tenn., October 29, 1864.

SIR: After consultation with Brigadier-General M. L. Smith, it has been agreed upon as a probable preventive of guerrilla outrages above Memphis that steamers be forbidden to land on the east bank of the river between Columbus and this place. So long as this order is in force, you will please direct the gunboats under your command not to permit any steamer to land (under protection or not) on the eastern side of the river below Columbus. It will be well to try whether cutting off their supplies will not induce the inhabitants to take measures to prevent guerrilla attacks upon steamers.

I remain, very respectfully, your obedient servant,

ROBERT TOWNSEND,

Commander, U. S. Navy, Senior Officer.

Lieutenant-Commander JOHN G. MITCHELL, U. S. Navy,
Commanding Eighth District Mississippi Squadron.

Report of Captain Pennock, U. S. Navy, regarding conditions in Kentucky and Tennessee.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,

Mound City, Ill., October 29, 1864.

SIR: I have the honor to report my arrival at this place.

The enemy is reported in strong force in Kentucky and Tennessee, and the intention appears to be to blockade the river below Johnsonville and thus cut off supplies from General Sherman's army.

Every precaution has been taken with the force now at my disposal to prevent the accomplishment of their design.

I have the honor to be, your obedient servant,

A. M. PENNOCK,
Captain, Commanding Mississippi Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Captain Pennock, U. S. Navy, to Commander Townsend, U. S. Navy, transmitting copy of general order restricting the landing of vessels unless under naval or military protection.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, Ill., October 31, 1864.

SIR: * * * I enclose you Admiral Porter's Order No. 121, which you will please have strictly carried out. The enemy are desirous of capturing a boat to enable them to cross the river, and will use all means to obtain this end, even if they are to succeed in getting one which would only transfer a handful of men at a time. You will therefore perceive the necessity of preventing any boats landing at any point, above or below Memphis, except at military posts, or under such protection as a gunboat gives when her guns cover the entire landing and its approaches.

I am, very respectfully, your obedient servant,

A. M. PENNOCK,
Captain, U. S. Navy, Commanding Mississippi Squadron.

COMMANDER ROBERT TOWNSEND,
Commanding U. S. S. Essex, Memphis.

[Enclosure.]

GENERAL ORDERS, }
 No. 121. }

U. S. MISSISSIPPI SQUADRON,
 FLAGSHIP BLACK HAWK,
Cairo, Ill., November 12, 1863.

Owing to disobedience of orders on the part of Acting Master Lyman Bartholomew, of U. S. S. *Eastport*, in permitting a steamer to land when not under his guns and protection, and then paying her a visit in a boat with a small crew, the steamer *Allen Collier* was destroyed by guerrillas and Mr. Bartholomew taken prisoner. This is to notify all persons belonging to this squadron that no steamer will, under any circumstances, be allowed to land at any point on the Mississippi River except at a military post or with a gunboat close alongside of her, and in such a position that the guns of the gunboat will completely command the levee.

DAVID D. PORTER,
Rear-Admiral, Commanding Mississippi Squadron.

[Telegram.]

BATON ROUGE, *October 31, 1864.*

Eight torpedoes recently arrived at Clinton, [La.], and about ten days [later] they were sent in the direction of Bayou Sara, so the scout of whom I telegraphed adds to his previous [report]. .

F. W. EMERY,
Assistant Adjutant-General.

[Endorsement.]

NEW ORLEANS, *November 1, 1864.*

Official copy respectfully furnished the commanding officer U. S. gunboat *General Bragg*.

C. T. CHRISTENSEN,
Lieutenant-Colonel, Assistant Adjutant-General.

Brigadier-General LEE,
Headquarters Military Division West Mississippi.

Order of Acting Rear-Admiral Lee, U. S. Navy, to commanding naval officers at Paducah and Smithland, Ky., to forward dispatch to Lieutenant-Commander Fitch, U. S. Navy.

FLAGSHIP BLACK HAWK,
Thursday, November 1, 1864—1 a. m.

I wish Lieutenant-Commander Le Roy Fitch to receive the enclosed important dispatch as soon as possible. Send it to him immediately, wherever he may be.

Respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Commanding Mississippi Squadron.

COMMANDING NAVAL OFFICERS AT PADUCAH AND SMITHLAND.

Report of Acting Rear-Admiral Lee, U. S. Navy, upon assuming command of the Mississippi Squadron.

No. 1.]

FLAGSHIP BLACK HAWK,
Mound City, Ill., November 1, 1864.

SIR: To-day I assume command of the Mississippi Squadron.

The enemy is active on the Tennessee River. The *Undine* (gunboat No. 55) and two army transports were, it is reported (but not officially), captured on the Tennessee River just before my arrival. The *Undine* was a small tinclad, or light-draft, carrying only howitzers.

Captain Pennock informs me that every available gunboat has been sent to Lieutenant-Commander Shirk, commanding in that locality, and that 10 additional light-draft steamers are necessary on the Ohio and its tributaries and on the Mississippi. I recommend

that authority be given to obtain and equip these 10 steamers with all practicable dispatch.

I have the honor to be, sir, very respectfully, yours,
S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Master Devoe, U. S. Navy, giving information regarding torpedoes to be placed by the enemy in the river at Bayou Sara and Tunica Bend.

U. S. S. GENERAL BRAGG,
Off New Orleans, November 2, 1864.

CAPTAIN: I have the honor to report to you that I have reliable information that eight large torpedoes, made of square iron chests, furnished on top with tubes 5 feet long, with percussion attachments, were sent from Clinton, La., October 18—four to Bayou Sara and four to Tunica Bend—to be placed in the river at those points.

I have advised Captain Foster, who is now here as a witness on a court-martial, of the facts. I shall endeavor to make further investigation.

Very respectfully, your obedient servant,

J. B. DEVOE,
Acting Master, U. S. Navy.

Captain A. M. PENNOCK, U. S. Navy,
Commanding Mississippi Squadron, Mound City, Ill.

[Endorsement.]

Acknowledged. Print it and send to each army officer.

As this is signed by an officer and not marked "Confidential," it was put in the printer's hands without its occurring to me that the writer is a detective. L.

November 14.—Acknowledged. Source of information desired. Printed. Special Order No. 1.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to quartermaster at Cairo, Ill., stating his inability to furnish protection to sunken steamer Universe.

MOUND CITY, November 2, 1864.

SIR: I have received your communication of this date, and regret that I have no gunboat to protect the sunken steamer *Universe*. The present active operations in the Tennessee River and the necessity for preventing the enemy from crossing the Mississippi requires all the available force.

I suggest that some fieldpieces and troops be sent down on the bell boat, and I hereby write to the commanding naval officer at Memphis, directing him to give all the aid in his power.

Respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Captain and Quartermaster A. C. WOOLFOLK,
Cairo, Ill.

Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding request of the latter for marines for Western waters.

NAVY DEPARTMENT, *November 2, 1864.*

SIR: Your application for a thousand marines for service in the Mississippi Squadron was referred to the commandant of the Marine Corps, who states that there is "a great want of men to comply with the daily demands made upon us for guards for vessels going to sea."

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral S. P. LEE,
Commanding Mississippi Squadron.

Report of Rear Admiral Porter, U. S. Navy, transmitting report regarding the claim for railroad iron captured by Mississippi Squadron in Red River.

NORTH ATLANTIC SQUADRON,
U. S. FLAGSHIP MALVERN,
Hampton Roads, November 3, 1864.

SIR: In reference to the enclosed letter, I beg leave to make the following statement: The railroad iron in question was in the possession of the rebel authorities and used to cover the casemates of Fort De Russy, on Red River. Part of it was used by our army in constructing the dam at Alexandria; the remainder was sent to Cairo, to be reported to the court or used for the Government.

The man Roberts was arrested as a spy, having given all kinds of information to the rebels. He was turned over to General Banks for trial.

I am convinced that the iron was the property of the rebel Government, or under seizure by them. It is a matter for the court to decide, and I presume Captain Pennock has taken the proper steps with regard to it.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

FLAGSHIP MALVERN,
Hampton Roads, November 3, 1864.

SIR: I have to state in reference to the railroad iron captured by the Mississippi Squadron up Red River, that while on a reconnoissance above the falls previous to the passage of the fleet, I met at a house on the bank a man who, in the course of a conversation, claimed to own the railroad iron at Alexandria.

He stated that the Confederate Government had seized it and that he had been paid for a portion of it, which had been used, he supposed, on the rebel ironclads, but that that at Alexandria had never been paid for. He stated, further, that he got out of the Confederacy

on the plea of being an alien (an Irishman), had gone abroad to Ireland, had lived there some time, returned to Natchez, and had made his way across the country to look out for his property. This person claimed to be a Union man.

Very respectfully, your obedient servant,

K. R. BREESE,

Fleet Captain, North Atlantic Squadron.

Rear-Admiral DAVID D. PORTER,

Comdg. North Atlantic Squadron,

Flagship Malvern, Hampton Roads, Va.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Mitchell, U. S. Navy, to give assistance to sunken steamer Universe.

MOUND CITY, November 3, 1864.

SIR: I desire that you will give such protection and assistance as may be in your power to the sunken steamer *Universe* and to the parties who will be sent with a bell boat to raise her, without, however, allowing necessary naval movements and operations to be interfered with by so doing.

Very respectfully, your obedient servant,

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander J. G. MITCHELL,

Commanding Eighth District.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Townsend, U. S. Navy, regarding transfer of command.

MOUND CITY, November 3, 1864.

SIR: Your relief, Commander Bryson, having reported, you are authorized to turn over the command of the *Essex* to him and to report to me here.

Very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Commander ROBT. TOWNSEND,

U. S. S. Essex.

Report of Acting Master Devoe, U. S. Navy, requesting the services of the U. S. S. General Bragg, for restricting the placing of torpedoes.

ON BOARD U. S. S. GENERAL BRAGG,

Off New Orleans, November 4, 1864.

CAPTAIN: On the 2d instant I had the honor to transmit to you by the steamer *M. Forsyth*, a report of the discovery of the transshipment of eight torpedoes, made of square chests of iron, and furnished

with tubes 5 feet in length, and percussion attachments, from Clinton, La., four of which were destined for the river in the vicinity of Bayou Sara, and four for Tunica Bend. I also advised you in that dispatch that I had reported the fact to Captain J. P. Foster. Since that time I have seen Captain Wilson, of the *Ouachita*, and communicated to him the same information.

I respectfully suggest to you that if I had placed at my disposal some swift vessel, like the *Bragg*, to ply between such points, as the exigency of the service in which I am engaged requires, great public good would result therefrom. Captain Dominy, of the *Bragg*, is well acquainted not only with all points between Natchez and New Orleans, but with the principal personages to communicate with to obtain information of importance to the Government. From what I have been able to judge, there are two great central points of operations for the rebels to procure supplies, one of which has its center at St. Louis, Mo., and is operated between that point and Natchez; and the other at New Orleans, [operated] from that point up. The provost-marshals at these points, and particularly at New Orleans, seem to be very generous in granting permits—and more especially so to good-looking and interesting ladies. The Government aids and detectives on board of packets seem to be, in general, of very easy virtue, and ready to be convinced by solid arguments. Those on the lower portion of the river are most particularly so, and I think they require fully as much surveillance as the passengers on board the vessels. With a little practice, and a more thorough knowledge of the country, I feel confident in being able to secure important results. I have already succeeded in establishing confidential relations between myself and persons at Morganza and Tunica Bend, and think that if I were to be placed in a position so that I might quickly move from point to point, as the exigencies of the service might require, great advantages to the Government would be the result. In my view, the greatest dangers to our fleet lie below Natchez and above New Orleans. Natchez, also, is a point which requires surveillance.

If it meets your views, and you think that the exigencies of the service will permit of it, I would respectfully suggest to you that Captain Dominy (in whom, after a full trial, I feel the utmost confidence) be directed to cruise between Natchez and New Orleans, and remain such a length of time as may be necessary to accomplish the results desired at any point.

I think that by these means I shall be enabled to secure on shore such relations as will be of great value to the Government. I have already in my possession the secret cipher of the rebels, and can place myself in such a position as to intercept all their communications between Natchez and Donaldsonville. Should you desire it, I will forward you a copy of the rebel cipher and instructions how to use it.

I simply throw out these hints to you for what they may be worth, and will await your orders.

In the meantime, if any letters or packages are in your possession for me, do me the favor to forward them.

Very respectfully, your obedient servant.

J. B. DEVOE, U. S. Navy.

Captain A. M. PENNOCK, U. S. Navy,
Commanding Mississippi Squadron, Mound City, Ill.

Report of F. H. Gerdes, advising that the officers of the U. S. Coast Survey be given assimilated rank in the Navy.

MOUND CITY, November 4, 1864.

ADMIRAL: In making surveys and reconnoissances on the Mississippi River, in which I am at present engaged under your orders, it is unavoidable to land very frequently on the respective shores, for the purpose of making measurements to certain objects, for observing angles and bearings, for sketching of landings, of the roads and houses, of the cultivation, etc., and to penetrate occasionally short distances from the banks, to gain information about communication between the river and inland towns and districts, and about such localities, which are mostly used by the rebels for crossing from one side to the other. With the utmost precaution which I have always employed to prevent surprise, it remains nevertheless extremely difficult to guard myself and party from danger of attack. At Grand Gulf last spring I was daily aware of guerrilla bands which very frequently approached us within rifle fire and used their arms on every occasion against us. In case of a sudden surprise and capture myself and party would be in a very sad predicament, having been taken in what the rebels assert to be their territory, with instruments in hand and in the very act of surveying their lines and fortifications, etc., and we might be treated by these lawless bands as spies or, in the best case, as common soldiers or sailors, holding no commission whatever except an order from civil authorities. I spoke to Rear-Admiral Porter on the subject and he fully agreed with me that it would be just and prudent to procure for us a certain assimilated rank and to authorize me and my party to wear uniform accordingly. Mr. [J. E.] Hilgard, the assistant in charge of the Coast Survey, met the admiral subsequently in the Navy Department in Washington and was informed by him that he had conversed on the subject with the honorable Assistant Secretary, who had no objection to such an arrangement and that it would be therefore carried out before my return to the West. I suppose the more pressing duties attending to his transfer to another station have interfered with the admiral's attention to this subject and I therefore beg leave to lay the matter before you.

I have been nearly thirty years in the service without any leave or furlough, and this is the fourth season that I have been attached to the Mortar Flotilla and Mississippi Squadron. My officers are sub-assistants and aids, all promising young men, to wit:

F. P. Webber, senior subassistant; served in the Army as topographical engineer. Occupation, triangulation and topography.

T. C. Bowie, subassistant, eight years in the service, of which three were in the Mississippi fleet. Occupation, hydrography and reconnoissance.

A. T. Mosman, subassistant; I think he served, too, in the Army.

J. B. Adamson, aid; served four years, of which two years were in the Mississippi fleet.

B. B. Sengteller, aid; service several years.

F. W. Perkins, aid; several years' service.

Of these, only Subassistant Bowie and Mr. Adamson are for the present here. The others are to join me after Rear-Admiral Davis

has no further use of my services in the navy-yard commission, when I have to continue the regular river reconnoissance. A commission, with an assimilated rank, would, of course, involve no expenditure to the Department whatever, as the salaries are paid by the Coast Survey, nor would it interfere in any way with the promotion of others. I have the honor to be,

Very respectfully, your most obedient servant,

F. H. GERDES,

*Assistant U. S. Coast Survey, attached as
Topographical Engineer to the Mississippi Squadron.*

Rear-Admiral S. P. LEE,
Commanding Mississippi Squadron.

[Endorsement.]

Respectfully referred to Navy Department with recommendation that rank be conferred, as suggested, and that it be made to correspond with naval rank at similar rates of pay as far as practicable.

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Report of Acting Master Devoe, U. S. Navy, regarding an investigation of the preparation of torpedoes by the Confederates.

ON BOARD U. S. S. GENERAL BRAGG,
Off Baton Rouge, November 5, 1864.

CAPTAIN: I wrote you on the 3d [4th] advising you of some discoveries which I had made in relation to torpedoes. Since that time I have left New Orleans on the *General Bragg*, and am now on my way to her station, where I propose to pursue the investigation of the matter entrusted to me. Since I wrote you, I have had an interview with a person named Dorthula Williams (a yellow woman) and others, from whom I have gained the following information:

The torpedo which was picked up by Captain J. P. Foster was manufactured about 6 miles back of Tunica Bend, in the rear of Ratliff's Landing, under the supervision of Colonel Hill, who is now reported to be dead. The powder with which the torpedoes (20 in number) were charged was procured by Hill from a place called Woodville. He had associated with him in their manufacture a Mr. Thompson, ——— Bether, and ——— Curry. The torpedoes were made in a pasture lot near Bayou Sara Creek, about 5 or 6 miles from the river. The landing is at Ratliff's Landing; the road is straight out from the levee to a creek (about 4 miles back), which is to be crossed. Then the left-hand road is to be taken for about 1 mile, till three large chimneys of a sugar house are reached, and an old pasture lot is the scene of operations.

Torpedoes are now also made at and near Black Hawk Point. That which was caught by Captain Foster was made at the first place which I have mentioned, and was put into the water by Raph. Jackson and two others, named Thomas and Bether. An old negro called "Old Pat," who belongs to Raph. Jackson, hauled the torpedoes in a wagon from the place they were made to the head of Cat Island, and they were put into the wafer (20 of them and 1 of

which Captain Foster discovered) by Jackson and the two others whom I have mentioned. All of these torpedoes seem to have failed because of some fault in their construction. They were made of demijohns, filled with powder, covered with an additional basket-like protection, and filled with tubes and floats. Some of them were calculated to float and to explode after contact with some obstacle to their progress, and others were to be anchored and to be pulled off by lines connected with the shore. All of these infernal contrivances have failed; and the rebels have now adopted another form, eight of which have been completed at Clinton, La., as I advised you a day or two since. They are made of square iron chests and provided with tubes 5 feet in length, armed with percussion attachments. We shall try to make these as unavailable as those which I have first mentioned, if you will give me some latitude of command of the movement of a swift vessel like the *Bragg*. Of course you will readily perceive that in an investigation like that which I am pursuing circumstances must always govern movements to be successful. To lose the time necessary to communicate with your headquarters to make known facts, receive orders, and execute them, would be to hazard all, and, perhaps, endanger the safety of many vessels in the fleet. At present I am circumscribed in my movements and operations, and can only proceed under your order or that of your division officer. Circumstances have already arisen in the execution of the verbal orders given me by you which would make it necessary for me to move from point to point with celerity to insure success; but I have no power to do so at present under my control. Rapidity of manipulation of the information procured is absolutely necessary, always, to success; and a thorough knowledge of the country and its residents are no less secondary. I find these essentials in Captain Dominy, the commander of the *Bragg*, in whom I have found a ready and intelligent cooperator in every respect, and a thorough, stanch, and true man.

Pardon me if I am overzealous in suggesting that, if the exigencies of the service will allow of it, the *Bragg* be detailed at present for the prosecution of the service in which I am engaged, with authority to move to any and all points on the Mississippi requisite for the public good. However, your own superior judgment and experience will enable you to apply the proper remedy, and give me such instructions as may be necessary to accomplish what you desire.

I am now on my way to ascertain whether, at this time, torpedoes are made at or near the point which I have before mentioned herein, and I will report the result of my investigations to you.

I have also ascertained the fact that a rebel mail from Richmond and other points is crossed every Thursday night at the foot of Tunica Island in a skiff by a person named Curry, who is guarded and protected by a rebel sergeant named Tony Dougherty and 20 scouts. With proper vigilance and management these mails, or some of them, may be captured, and valuable information procured.

In short, I am only able to throw out to you crude hints suggested to my mind, after a superficial investigation, and which may be made valuable to the interests of the Government by a prompt and vigorous course of action. You will readily perceive the disadvantages under which I labor, and I hope to receive from you the necessary power to remedy them.

Pardon me if I respectfully suggest to you that I should be furnished with written orders, empowering me to order the arrest and confinement of any person or persons whom I may find acting in an unlawful or treasonable manner toward our Government. As the case now stands, I am comparatively powerless to arrest, no matter how grave the offense may be. All arrests made in pursuance of such power should be reported at once to such authority as you may direct for investigation and judgment.

Permit me also to respectfully suggest that I should be furnished with discretionary power to move from point to point, as the necessities of the service may require.

After I finish this business, if the interests of the Government will permit it, I should like to receive permission to visit you at Cairo and lay before you many important facts which have been presented to me in my service down the river, and to perfect a plan of communication and cooperation with you. There are many things of importance which I could say to you, and which I would hesitate to put in writing.

I think that, if you will give me the necessary power, I can not only detect but also arrest many of these torpedo and mail criminals against our Government.

Since I have been in New Orleans, I have had personal interviews with Major-Generals Canby and Hurlbut and their provost-marshal generals, and have effected with them plans of cooperation for the furtherance of the interests of the Government. I have received the utmost courtesy and attention from all of the officials, military and naval, and feel confident that I shall receive a hearty cooperation from them all.

Of course I have only made known the real object of my mission to the commanding officers of departments and to Captains Foster and Dominy, under strict injunctions of secrecy. It was necessary.

In my investigations I have found it necessary to have the assistance of a thoroughly stanch and reliable interpreter. I was fortunate enough to discover an old servant of mine attached to the Eleventh New York Cavalry, and I applied to Major-General Canby to have him detailed for special service under my orders. He at once granted my request, and I now have an order transferring him from his regiment to act under my orders. Will you do me the favor to send me the necessary authority to have him subsisted and go with me? I know him and can trust him. I would hesitate to do so to a stranger. His name is Herman Houhege.

If I have been unnecessarily prolix in this communication, you will please excuse it, on the ground of my being desirous to be thoroughly understood by you.

Please forward me any letters or packages which you may have directed to me, on the *General Bragg*.

Very respectfully, your obedient servant,

J. B. DEVOE, U. S. Navy.

Captain A. M. PENNOCK, U. S. Navy.

Commanding Mississippi Squadron, Mound City, Ill.

P. S.—Please send me some official writing paper and envelopes. Please send by first conveyance—transport or packet—instructions, etc.

J. B. D.

[Endorsement No. 1.]

BLACK HAWK, *November 15, 1864.*

Received and read and referred back to Captain Pennock to endorse and return to me with the expression of his opinion as to the measure of confidence to be placed in the writer and in his recommendations.

S. P. LEE,
Acting Rear-Admiral.

[Endorsement No. 2.]

NOVEMBER 16, 1864.

Mr. Devoe, the writer of the within communication, is, I understand, a New York detective. He was appointed an acting master upon recommendation of Rear-Admiral Porter.

Personally I know but little of Mr. Devoe, but should place confidence in any statement made by a person to whom Admiral Porter had assigned so important duty.

Very respectfully,

A. M. PENNOCK,
Commandant of Station.

Special order of Major-General Canby, U. S. Army, for the instruction of naval officers in the Army code of signals.

SPECIAL ORDERS, } No. 178. }	HDQRS. MIL. DIVISION OF WEST MISS., <i>New Orleans, La., November 5, 1864.</i>
* * * * *	* * * * *

2. Lieutenant Frank N. Wicker, Signal Corps, U. S. Army, will proceed by first transport to Mound City, Ill., and report in person to Captain A. M. Pennock, commanding Mississippi Naval Squadron, on business connected with the army code of signals. Having made satisfactory arrangements with the commanding officer of the Mississippi Squadron, Lieutenant Wicker will at once enter upon the duty of instructing the officers of the squadron in the army code of signals, and will make requisition upon the chief signal officer, Military Division of West Mississippi, for any assistant that he may need, and upon the acting assistant quartermaster and acting ordnance officer, Signal Corps, Military Division West Mississippi, for any equipments and stores that may be necessary for the proper discharge of his duties. Sergeant Rich, Signal Corps, U. S. Army, will report to Lieutenant Wicker for duty.

* * * * *

By order of Major-General E. R. S. Canby:

C. T. CHRISTENSEN,
Lieutenant-Colonel and Assistant Adjutant-General.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Canby, U. S. Army, transmitting copy of General Order No. 1.

MOUND CITY, November 5, 1864.

GENERAL: I beg leave to enclose for your information my General Order No. 1, issued on assuming command of this squadron.

It is my purpose to cooperate heartily with you and to cultivate the best relations between the two arms of the public defense.

I transmit enclosed three of Admiral Porter's General Orders, Nos. 121,* 209,* and 227, respecting the landing of trading steamboats on the Mississippi. Before my arrival and on receipt of your confidential communication of the 18th ultimo to officers commanding gunboats on the Mississippi River, Captain Pennock, then commanding this squadron, gave instructions substantially enforcing Admiral Porter's General Order No. 121, with the view to meet your object, and prevent the crossing of rebel troops to the east side of the Mississippi.

It is desirable to have an open and very clear understanding on this hitherto vexed question of trade, so that while legal trade and the authorized plantation system may be carried on the military interests of the country may not suffer.

I have the honor to be, general,

Very respectfully, yours,
S. P. LEE,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Major-General E. R. S. CANBY,
Commanding Military Division of West Mississippi.

[Enclosures.]

GENERAL ORDER }
No. 1.

MISSISSIPPI SQUADRON,
FLAGSHIP BLACK HAWK,
Mound City, Ill., November 1, 1864.

By order of the honorable Secretary of the Navy, I assume command of the Mississippi Squadron.

Existing squadron orders and regulations will remain in force until otherwise directed.

S. P. LEE,
Acting Rear-Admiral, Commanding Mississippi Squadron.

GENERAL ORDER }
No. 227.

MISSISSIPPI SQUADRON,
FLAGSHIP BLACK HAWK,
Mound City, June 29, 1864.

The order relating to the shipping of supplies to the rebels does not apply to plantation supplies, which can be landed under wholesome restrictions.

DAVID D. PORTER,
Rear-Admiral, Commanding Mississippi Squadron.

* See pp. 347, 705.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, to prepare for service the U. S. steamers Cincinnati and Tuscombina.

MOUND CITY, ILL., November 5, 1864.

SIR: I desire you, as I mentioned to you on the 1st instant, to repair and equip the ironclad *Cincinnati* for service with all dispatch. Enclosed is an order for survey on the *Tuscombina*; Acting Naval Constructor [Charles F.] Kendall is on it and is absent on leave at *Cincinnati*, but is telegraphed to return here immediately.

Next to the *Cincinnati* and at the same time, as far as practicable, push the preparation of the *Tuscombina* for service.

Respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Captain A. M. PENNOCK,

Commanding Naval Station, Mound City, Ill.

Letter from Lieutenant-Commander Bacon, U. S. Navy, to Major-General Dana, U. S. Army, in view of information of the movement of Confederate force in attempts to cross the Mississippi River at Gaines Landing, Ark.

U. S. S. LOUISVILLE,

Off. Skipwith's Landing, November 5, 1864.

SIR: I have just received information from the commanding officer of the U. S. S. *Argosy* that Parsons's brigade (rebels) is 10 miles back of Gaines Landing and is receiving reinforcements rapidly. They have artillery with them and orders have been read to the troops that they are to cross this river. This information was obtained from two deserters who have arrived at the gunboat *Romeo*. I shall leave immediately for that place. Any assistance that you can render me by forwarding information to the vessels below will be very acceptable.

Very respectfully, your obedient servant,

GEORGE BACON,

Lieut. Comdr., Comdg. 6th Dist. Mississippi Squad.

Major-General DANA,

Commanding Sixteenth Army Corps.

[Telegram.]

Cipher.]

CAIRO, November 6, 1864—10 a. m.

I have assumed command of the Mississippi Squadron. Lieutenant-Commander J. W. Shirk commands the division of gunboats operating from Cairo, on the Ohio, to Mussel Shoals, in the Tennessee River. Lieutenant M. Forrest commands the four small gunboats* above Mussel Shoals. Captain Pennock, my fleet captain, commands the temporary naval station, Mound City, Ill., and will act on com-

* Built there by the Army.

munications received in my absence. Four small gunboats have lately been overpowered by the enemy and destroyed on the Tennessee River below Johnsonville, which place I am informed can only be saved by a large land force and some ironclads. There is not water enough in the Tennessee River for ironclads. When that river rises the absence of the four light-draft monitors sent to Admiral Farragut will be severely felt. The other ironclads are patrolling the Mississippi River to prevent the enemy from crossing to the east side, as required by Jeff Davis's intercepted cipher dispatch of September 30.* I will endeavor to have an ironclad force ready for the rise in the Tennessee River, and will always cooperate cordially with you.

S. P. LEE, *Rear-Admiral*.

Major-General THOMAS.

Letter from Major-General Dana, U. S. Army, to Lieutenant-Commander Bacon, U. S. Navy, regarding proposed movement to Gaines Landing, Ark.

HEADQUARTERS SIXTEENTH ARMY CORPS,
Vicksburg, Miss., November 6, 1864.

Your dispatch of yesterday was handed me about an hour since. I have sent a tug with your letter to Lieutenant-Commander May. My transports, with 1,000 cavalry and section of artillery, will leave here for Gaines Landing or that vicinity to-night. I have no doubt of your entire success and the great disgust of the rebels at another failure.

Very respectfully,

N. J. T. DANA,
Major-General.

Lieutenant-Commander GEORGE BACON,
Commanding Sixth District Mississippi Squadron.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander McCauley, U. S. Navy, to assume command of the Fifth District and U. S. S. Benton.

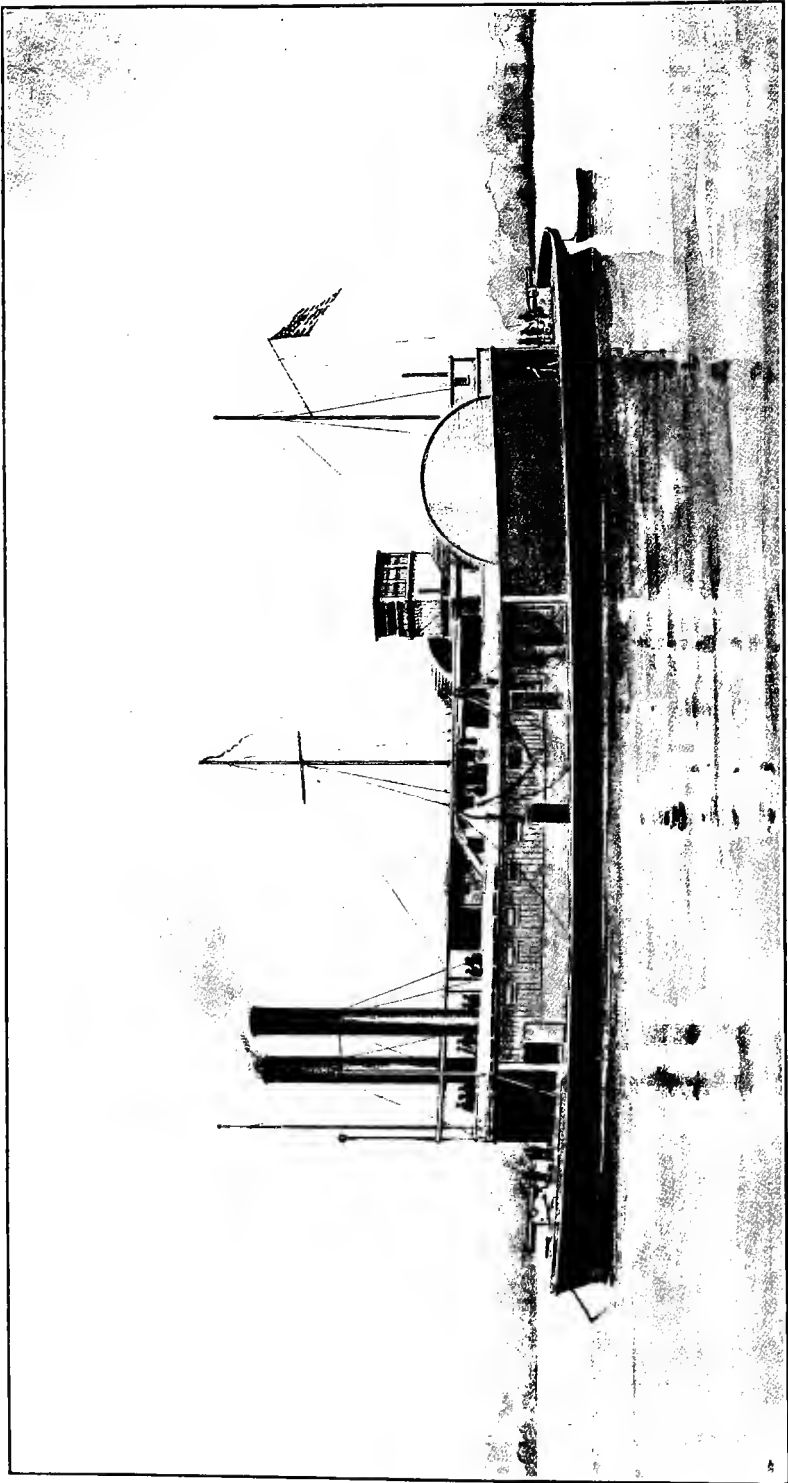
MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, Ill., November 6, 1864.

SIR: You are hereby detached from the U. S. S. *Black Hawk*, and on the adjourning of the court of enquiry concerning the loss of the U. S. S. *Undine*, you will proceed down the river on the U. S. S. *Sibyl* and assume command of the Fifth District and the U. S. S. *Benton*.

Very respectfully, your obedient servant,

S. P. LEE,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander E. Y. McCAULEY, U. S. Navy,
U. S. S. Black Hawk, Mound City, Ill.



UNITED STATES STEAMER SIBYL.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander McCauley, U. S. Navy, regarding the relief of the U. S. S. Neosho by the U. S. S. Pittsburg.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, November 7, 1864.

SIR: You will please order the commanding officer of the U. S. S. *Pittsburg* to proceed with his vessel to the Sixth District, to report to Lieutenant-Commander Bacon as a relief for the U. S. S. *Neosho*.

Authorize him to press into service for the purpose of towing any steamer that is bound up river. Caution him to keep an exact account of the time the steamer is employed by him, as well as the amount of coal furnished.

Respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Commanding Mississippi Squadron.
Lieutenant-Commander E. Y. McCauley,
Commanding Fifth District.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Volunteer Lieutenant Atkinson, U. S. Navy, commanding U. S. S. Sibyl, to proceed down the river on special duty.

MOUND CITY, November 7, 1864.

SIR: You will, with the vessel under your command, proceed down the Mississippi River and deliver the documents which will be entrusted to your care to the officers to whom they are addressed.

You will also take the sick and wounded men from the U. S. S. *Fairy* and deliver them to the surgeon in charge of the naval hospital at Memphis, Tenn.

After performing this duty, return to this place. Use all dispatch in the execution of this order.

Respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Commanding Mississippi Squadron.
Acting Volunteer Lieutenant J. W. Atkinson,
Commanding U. S. S. Sibyl.

General order of Acting Rear-Admiral Lee, U. S. Navy, assigning officers to command the several districts, Mississippi Squadron.

GENERAL ORDER, }
No 5. }

MISSISSIPPI SQUADRON,
FLAGSHIP BLACK HAWK,
Mound City, Ill., November 7, 1864.

I. During the temporary absence of Lieutenant-Commander Foster, Lieutenant-Commander Cornwell, commanding the Second District, will also command the Third.

Lieutenant-Commander E. Y. McCauley will relieve Lieutenant-Commander May of the command of the Fifth District, and will also assume command of the U. S. S. *Benton*.

Lieutenant-Commander May will assume command of the Fourth District. Acting Volunteer Lieutenant William Flye is detached from the *Benton*, and will assume command of the *Leavington*.

II. The U. S. S. *General Price* is transferred from the First District to the Second, and will patrol Second and Third districts.

The U. S. S. *Avenger* is transferred from the Second District to the Fifth.

The U. S. S. *Vindicator* is transferred from the Fifth District to the Sixth. These two vessels will patrol actively their respective districts.

The U. S. S. *Pittsburg* is transferred from the Fifth District to the Sixth.

The U. S. S. *Neosho* is transferred from the Sixth District to the Ohio River.

III. Divisional officers will dispose of their vessels so as to control the crossings, and for the purpose of quickly reaching an objective point, they will observe the advantage of having their supporting vessels so placed as to move with rather than against the current.

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Mitchell, U. S. Navy, regarding vessels for the Eighth District.

MOUND CITY, November 7, 1864.

SIR: Yours of 4th instant is received, reporting the need of additional vessels in your district.

Take the *Sibyl*, on her return from North Atlantic, for service in your district and send the *Huntress* here for repairs.

Respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander J. D. MITCHELL,
Commanding Eighth District.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Shirk, U. S. Navy, to report as to the establishment of magazine for ordnance supplies at Johnsonville, Tenn.

MOUND CITY, November 7, 1864.

SIR: I desire that you ascertain and report as soon as practicable, whether or not a magazine for naval ordnance supplies can be advantageously established at Johnsonville, [Tenn.], and also whether there is a sufficient pool of water there, or in the vicinity, for an ironclad to move in, at any stage of water, for the defense of the magazine and army station.

Respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander J. W. SHIRK,
Commanding Ninth District.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Pattison, U. S. Navy, urging dispatch in repairs to the U. S. S. Carondelet.

MOUND CITY, November 7, 1864.

SIR: I send the *Volunteer* to tow the *Carondelet* up, expecting that the directions given by Captain Pennock have been carried out and the repairs to her machinery completed.

If this is not the case, urge the completion of the repairs with the utmost dispatch, and send her here in tow of the *Volunteer* the very hour that her machinery can be turned over.

Respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander THOMAS PATTISON,

Commanding Naval Station, Memphis, Tenn.

NOVEMBER 8, [1864].

P. S.—The *Volunteer* not being ready, the *Benefit* is sent in her place.

S. P. LEE,

Acting Rear-Admiral.

Report of Acting Volunteer Lieutenant Hill, U. S. Navy, commanding U. S. S. Tyler, regarding expedition for the capture of Confederate officers near Island No. 68, November 7, 1864.

U. S. S. TYLER,

Mouth of White River, Arkansas, November 13, 1864.

ADMIRAL: On the 7th instant, having positive information that Colonel Warfield, Second Arkansas (rebel) Infantry, Captain Warfield, C. S. Army, and three other rebel officers were at the house of a Mr. Carson, in Arkansas, near Island 68, I dispatched a party on shore at 2 a. m., surrounded the house and negro quarters without alarming a soul, and searched the premises thoroughly. The stable was situated some distance from the house, and, in the darkness, escaped the attention of my officers at first, and when subsequently searched evidences of the hasty departure of the desired parties were all we obtained. They had selected this stable in preference to the house, and thus escaped capture. Mr. Carson, who is the father-in-law of Colonel Warfield, also has a son in the rebel Army, and all his sympathies and proclivities are strongly and avowedly with the rebellion, and his house has long been the rendezvous of the rebels in his vicinity. You can judge therefore of my surprise when he introduced one of his guests to me as Mrs. Warfield, the mother of two of the rebel officers I was in search of, and requested the protection of my vessel in shipping her cotton by the first transport steamer that might pass. I at first indignantly refused, but she exhibited to me the permit of Mr. Ellery, the Treasury agent at Memphis, requesting the cover of a gunboat for this shipment; the permit duly endorsed by Major-General Washburn, as also a permit for herself to land at her plantation, sanctioned by my district commander; and, in the face

of all these documents, as I was upon the spot and a steamer then at hand ready to take the cotton, I considered it proper to give her the required protection, although with a very bad grace.

Permit me, admiral, respectfully to call your attention to the anomaly of using every exertion to capture rebel officers at 2 a. m., whose cotton I am called upon to protect in its shipment to a market at 10 a. m. of the same day, thus affording them the means of supplying themselves with every comfort money can procure ere they return to their brother rebels in arms with Hood.

With great respect, I am, admiral, your obedient servant,

FREDERIC S. HILL,
Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral S. P. LEE, U. S. Navy,
Comdg. Miss. Squadron, Mound City, Ill.

[Telegram.]

MOUTH OF WHITE RIVER, *November 8, 1864.*

Arrived here at 7 a. m. to-day. Had interview with Captain Bacon, of the Navy, last night at Gaines Landing. Left orders for Dana's cavalry to make a thorough reconnoissance from Gaines Landing. A force from this place made reconnoissance there yesterday and developed no force at Bayou Maçon. Lieutenant Earl, two days since, discovered only cavalry there. A brigade and battery had nearly all embarked for Devall's Bluff before we arrived. Will send another brigade as soon as transportation can be forwarded.

J. J. REYNOLDS,
Major-General.

Major-General E. R. S. CANBY.

Order of Acting Rear-Admiral Lee, U. S. Navy, to commanding officer of steamer Benefit, for delivery of dispatches and towing duty.

MOUND CITY, *November 8, 1864.*

SIR: Proceed with the *Benefit* under your command to Memphis, Tenn., and deliver the accompanying communications to Lieutenant Commander Pattison. Assist by towing the *Carondelet* to this place, returning here with all practicable dispatch.

Respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Commanding Mississippi Squadron.

COMMANDING OFFICER STEAMER BENEFIT.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Volunteer Lieutenant Laning, U. S. Navy, to launch the Indianola and bring her to Mound City, Ill.

MOUND CITY, [ILL.], *November 9, 1864.*

SIR: You will consider yourself as detached from the U. S. S. *Rattler* since October 1, 1864, and detailed to take charge of the U. S. S. *Indianola*, to launch and bring her to Mound City.

You can draw rations for the mechanics you employ from the U. S. S. *Mound City* or any gunboat that is detailed to assist you. When the *Indianola* is launched, you are authorized to apply to the commanding officers of the Fifth and Sixth districts for the *Avenger* and *Vindicator*, provided the exigencies of the service will admit of their being spared, using the former vessel alone until you meet the latter. If, however, you meet with other boats sent to tow up the *Indianola*, the services of the rams will be dispensed with. Should you be able to arrange a tow upon advantageous terms with private parties, you can do so in preference to applying for the rams.

Inform me of the condition of the *Indianola* and how much rise is required to enable you to launch her.

I have read your letter of October 30, to Lieutenant-Commander Greer, which is satisfactory so far as it goes, and has been on my official file.

Respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Acting Volunteer Lieutenant JAS. LANING,
U. S. S. Indianola, care of U. S. S. Mound City.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Bacon, U. S. Navy, regarding the use of the U. S. S. Vindicator for towing the Indianola to Mound City.

MOUND CITY, November 9, 1864.

SIR: Acting Volunteer Lieutenant J. Laning has permission to apply to you for the services of the *Vindicator*, to assist in towing the *Indianola* to this place after the latter is launched, provided the exigencies of the service will admit of her being spared for this purpose.

Respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander GEO. BACON,
Commanding Sixth District and U. S. S. Louisville.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander McCauley, U. S. Navy, regarding the use of the U. S. S. Avenger for towing the Indianola to Mound City.

MOUND CITY, November 9, 1864.

SIR: Acting Volunteer Lieutenant J. Laning has permission to apply to you for the services of the *Avenger* to assist in towing the *Indianola* to this place after the latter is launched, provided the exigencies of the service will admit of her being spared for this purpose.

Respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander E. Y. McCAULEY,
Commanding U. S. S. Benton and 5th Dist. Miss. Squadron.

Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, for the purchase of ten small steamers for his command.

NAVY DEPARTMENT, *November 9, 1864.*

SIR: In accordance with your request, the Department authorizes you to purchase, arm, and equip ten more small steamers of light draft for service in the Mississippi Squadron. The bills of sale of the vessels should be sent to the Bureau of Construction and the Department advised of their names, guns, and tonnage.

In the semimonthly return of vessels in the squadron it will be an improvement to add the names of the commanding officers of the vessels and the number of guns the vessels carry.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral S. P. LEE,
Commanding Mississippi Squadron, Cairo, Ill.

Report of Lieutenant-Commander Greer, U. S. Navy, on being appointed to serve on the staff of Acting Rear-Admiral Lee, U. S. Navy.

U. S. S. BLACK HAWK,
Mound City, Ill., November 10, 1864.

SIR: On the 6th I was honored by an order to serve on your staff, and immediately commenced my duties, also assuming command of this vessel. I am highly flattered by your appointment, but must respectfully request that I may be relieved from its duties and allowed to remain in command of this vessel. I feel that I can serve best the interests of the service by being on duty not connected with office work. In fact, I am convinced I am better qualified for the direct duties of my profession than for those which involve the use of the pen. I take much interest in the squadron and in the service and will endeavor to make myself generally useful, which, from my position as captain of the flagship, I am sure I can do.

Trusting that my motives for making this application may not be misconstrued, and with a hope that my request may be granted, I am,

Very respectfully,

JAMES A. GREER,
Lieutenant-Commander.

Acting Rear-Admiral LEE,
Commanding Mississippi Squadron.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Mitchell, U. S. Navy, limiting the assistance to wrecked vessels.

MOUND CITY, *November 12, 1864.*

SIR: Yours of the 8th instant is received. You are only expected to give such protection and assistance to wrecked vessels as you can afford consistently with your whole duty.

Referring you to my General Order No. 9, I am,

Respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Commanding Mississippi Squadron.
Lieutenant-Commander JOHN G. MITCHELL,
Commanding U. S. S. Huntress and 8th Dist. Miss. Squadron.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting reports of Pilots Gordon and King, and asking instructions regarding their draft into the service of the Army.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, November 12, 1864.

SIR: I transmit enclosed copies of letters from W. P. Gordon (1) and E. P. King (2), pilots, dated, respectively, 9th and 10th instant, stating that they have been drafted for service in the Army, the former being now on duty as a Navy pilot, and the latter stating that when notified that his services were required in the Navy, he furnished a substitute, paying him \$1,000.

I request that proper instructions in these and similar cases may be caused to be issued from the War Department to meet the exigencies of the service and relieve these pilots and others in the same position.

I have the honor to be, sir, very respectfully, yours,
S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

MISSISSIPPI SQUADRON, U. S. S. CURLEW,
Mound City, Ill., November 9, 1864.

SIR: In the inception of the rebellion, the Pilot Association of the West patriotically tendered their services to the Army and Navy to assist in conducting the war against the enemy on the Mississippi River and its tributaries.

When the Government, through Rear-Admiral Porter, deemed it necessary to call upon the pilots of St. Louis, the association to which I belong arranged, through their secretary, with the admiral to furnish pilots for limited periods of time for service in the Navy, as the exigencies of the service might require.

In April last the undersigned was notified by Rear-Admiral Porter that his services were required in the Navy. Promptly reporting, I was assigned to duty as pilot on a light-draft vessel in the Mississippi Squadron, in which capacity I have since been and am now serving. But I am notified by the provost-marshal in my district (St. Louis) that I am drafted into the Army, and am required to appear or show cause why. Now, admiral, I appeal to you to extricate me from this difficulty.

Yours, respectfully,

W. P. GORDON, *Pilot.*

Rear-Admiral S. P. LEE,
Commanding Mississippi Squadron.

CAIRO, [ILL.], November 10, 1864.

DEAR SIR: Last April I was called on, or drafted, as you may term it, to report myself to Captain A. M. Pennock, then at Cairo, for duty in the naval service in the capacity of pilot. I was informed

by him that I must either serve myself or furnish a substitute, or that I would be liable to be taken off of any boat that I would come there on. I furnished the substitute and he was received and is still in the service, and below I will give you a true copy of the receipt I took from him at the time he entered the service for me.

Received, St. Louis, May 23, 1864, from Enoch P. King, \$1,000 for acting as his substitute in the naval service (in the capacity of pilot). Said King having been drafted at the same time, I pledge myself to fill his place under the aforesaid draft, to all purposes as if filled by himself.

Witness: W. J. KIBBEN.

WILEY JAMES.

Now, admiral, I have been drafted in the Army in my district in St. Louis, and the provost-marshal, Captain Coleman, says he will take any man off of a gunboat that is drafted in the Army, and that he will not be interfered with by anyone; if so, he will tug them (those are his words). The Western Boatman's Benevolent Association, of which I am a member, have agreed with Admiral Porter to furnish pilots at all times for the Navy, that is, their quota, with the other different associations. They have all agreed with the quartermaster to furnish all the pilots that are required for transports in Government service at the price allowed by the Government. Now, admiral, if I have to be subject to a draft in the Navy, a draft in the Army, and a call at all times by the quartermaster, I think it very hard, indeed; I think it is a little more than is asked of any other class of men. The reason why I object to going in the Army so much is, that I think my services worth more to Government outside of the Army than in it. So far I have only spoken for myself, but there are several more pilots in the same situation as myself. Hoping you will take a favorable view of what I have said, and try and get us relieved from the draft in the Army, and especially those that are in the Navy and those that have furnished substitutes,

I will remain your most obedient servant,

E. P. KING.

Rear-Admiral S. P. LEE.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Ensign Pettey, U. S. Navy, commanding U. S. S. Little Rebel, to report for duty in the Third District.

MOUND CITY, November 13, 1864.

SIR: Being ready for service proceed with the *Little Rebel*, under your command, and report for duty in the Third District of this squadron to Lieutenant-Commander Cornwell, temporarily commanding that district.

Respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Acting Ensign J. B. PETTEY,

Commanding U. S. S. Little Rebel.

P. S.—The accounts of the *Little Rebel* are hereby directed to be transferred to the divisional officer's vessel.

S. P. LEE,

Acting Rear-Admiral

Letter from Lieutenant-Commander Bacon, U. S. Navy, to Major-General Dana, U. S. Army, regarding the reported crossing of a Confederate force between Natchez and Vicksburg, Miss.

U. S. S. LOUISVILLE,
Off Skipwith's Landing, November 14, 1864.

GENERAL: I send to you Mr. S. L. Patterson, who has been a scout in our Army. He has just come over from the Arkansas side. He may have some information that will be of service to you. He states that Dick Taylor's command crossed the Mississippi between Vicksburg and Natchez. Mr. Patterson is not in the employ of the Army at present, and I have sent him to you, for I thought perhaps you would like his services.

Very respectfully, your obedient servant,

GEORGE BACON,
Lieutenant-Commander, Comdg. Sixth
District Mississippi Squadron.

Major-General DANA,
Commanding Sixteenth Army Corps, Vicksburg.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Volunteer Lieutenant Gipson, U. S. Navy, to report regarding injuries to U. S. S. Exchange in leaving White River.

MOUND CITY, November 14, 1864.

SIR: Your report of the 7th instant, stating the injuries received by the *Exchange* in leaving White River, has been referred to me by Commander Bryson, with his report inculcating you.

The vessel appears to have incurred considerable danger by your prolonged stay in White River, and I desire a full report of your apparent neglect of orders and want of proper vigilance.

Respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Acting Volunteer Lieutenant J. C. GIPSON,
Commanding U. S. S. *Exchange*.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Devoe, U. S. Navy, acknowledging information regarding torpedoes and desiring source.

MOUND CITY, November 14, 1864.

SIR: I have received yours of the 2d instant, reporting the shipment of eight torpedoes from Clinton, La., to be placed in the Mississippi River, and thank you for the information. Be pleased to state to me the source of this and similar information that you may have occasion to communicate, as well as your opinion as to its reliability. In all cases requiring it, give necessary information to commanding

officers, and, in reporting to me, mention what you have done or propose to do.

Respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Acting Master J. B. DEVOE,

U. S. S. General Bragg, New Orleans.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting letter and general order on the subject of trade regulations.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, November 14, 1864.

SIR: I transmit enclosed a copy of a communication of this date, addressed to me by Lieutenant-Commander Mitchell, commanding Eighth District, in reference to the executive order of the President and general regulations of the Treasury Department of September 24, 1864, concerning trade in insurrectionary States.

I request that the Department will furnish me with a sufficient number of copies of these orders for free distribution in this squadron and give me such instructions as it may consider necessary.

I enclose for the review of the Department a copy of my General Order N^o. 9, of November 10, the provisions of which appear necessary to remove existing difficulties and to the complete carrying out of the policy of the Government in respect to authorized trade and the support of the Government plantation system.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosures.]

U. S. S. BLACK HAWK,
Mound City, Ill., November 14, 1864.

SIR: I herewith enclose the executive order relative to the purchase of products of insurrectionary States; also general regulations for the same, both of the date September 24, 1864. They were furnished me on the 11th instant by Mr. George H. Ellery, general purchasing agent for the Government at Memphis, Tenn. On the 11th instant, when in Memphis, I called on General Washburn, military commandant of the district of West Tennessee, and in course of conversation he told me that he should consider it his duty, under the existing military situation, to prevent the supplies contemplated in the order from going out beyond his lines until he should correspond with the Departments at Washington about the matter. The general told me that he should communicate with you as soon as he received the decision of the authorities at Washington.

I communicate these facts to you, as Memphis is one of the points named, and that you may know as early as possible the course which

has been adopted for the time being by the controlling military authority.

I am, sir, very respectfully, your obedient servant,

JOHN G. MITCHELL,

Lieut. Comdr., Comdg. 8th District Mississippi Squadron.

Acting Rear-Admiral S. P. LEE,

Flagship Black Hawk, Mound City, Ill.

U. S. MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, Ill., November 10, 1864.

GENERAL ORDER, }
No. 9. }

The attention of commanding officers in this squadron is particularly called to the printed orders of the Navy Department dated March 31 and September 11, 1863, and the order of the President of the United States, dated January 26, 1864, and to the circulars and regulations of the Treasury Department for regulating commercial intercourse with and in the States declared in insurrection to which these orders refer. Divisional and other commanding officers should make themselves perfectly familiar with all the orders, regulations, and circulars on this subject.

Transports in the service of the Army and Navy and other steamboats moving with goods and merchandise in conformity to the aforementioned regulations of the Treasury Department should, whilst prosecuting their lawful business, receive all the protection and assistance that the gunboats may be able, without injury to the public service, to give them, and they should be allowed to make proper landings to obtain necessary fuel, avoiding exposed and suspicious localities.

Necessary protection and proper assistance will be given to Treasury agents in the performance of their duties under the Treasury Regulations.

Like protection and assistance will be given for obtaining military supplies in the accessible and controllable portions of the insurrectionary region to parties duly authorized by the general commanding the military department.

Landing the supplies requisite for the Government plantations is a necessary part of the system and is allowable.

Landings for the above-mentioned purposes should be made by daylight only, and then all steamboats should keep pickets out and steam up, and have their pilots and engineers at their respective posts, lines attended, and every precaution observed to prevent boarding and capture.

A sound discretion must be exercised by commanding officers in performing the important and delicate duties confided to them, that the public interests may be properly protected and the policy of the Government promoted.

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander McCauley, U. S. Navy, to assume temporary command of the Fourth District.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, Ill., November 15, 1864.

SIR: You will relieve Lieutenant-Commander Robert L. May, and assume temporary command of the Fourth District during the absence of Lieutenant-Commander James P. Foster.

Very respectfully, your obedient servant,

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander E. Y. McCauley,
Commanding Fifth District, and U. S. S. Benton.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting semi-monthly report of the vessels of his command.

No. 20.] MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, November 15, 1864.

SIR: I transmit enclosed the semimonthly report of the stations of vessels of this squadron.

I have not as yet accurate data from which to make a statement of the number of guns of each vessel, as directed by the Department. I have directed commanding officers to furnish this information without delay, however, and will include it in the next report, if practicable.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

NOVEMBER 15, 1864.

Vessel.	Commander.	Station.
Argosy.....	Actg. Master J. C. Morong.....	Donaldsonville.
Abraham.....	Actg. Ensign Wm. Wagner.....	Mound City, Ill.
Alexandria.....	Actg. Master D. P. Rosenmiller.....	Donaldsonville.
Avenger.....	Actg. Vol. Lieut. Chas. A. Wright.....	Morganza.
Black Hawk.....	Lieut. Comdr. Jas. A. Greer.....	Mound City, Ill., receiving new crank pin.
Benton.....	Lieut. Comdr. E. Y. McCauley.....	Natchez, Miss.
Brilliant.....	Actg. Vol. Lieut. C. G. Perkins.....	Cumberland River.
Brown.....	1st-class Pilot J. A. French.....	Towboat.
Chillioethe.....	Actg. Vol. Lieut. Geo. P. Lord.....	Fort Adams.
Choctaw.....	Lieut. Comdr. J. J. Cornwell.....	Bayou Sara.
Carondelet.....	Lieut. Comdr. Jno. G. Mitchell.....	Fitting for service, Mound City.
Crocket.....	Actg. Master M. J. Cronin.....	White River.
Champion.....	Actg. Ensign Thos. Divine.....	Fort Adams.
Curlew.....	Actg. Ensign H. B. O'Neill.....	Grand Gulf; at present at Mound City.
Exchange.....	Actg. Vol. Lieut. James C. Gipson.....	White River.
Essex.....	Comdr. And. Bryson.....	Memphis, Tenn.
Forest Rose.....	Actg. Vol. Lieut. A. N. Gould.....	Between Natchez and Vicksburg.
Fairplay.....	Actg. Master G. J. Groves.....	Cumberland River.
Fawn.....	Actg. Master Jno. R. Grace.....	Arkansas River.
Fort Hindman.....	Actg. Vol. Lieut. John Pearce.....	Between Morganza and Fort Adams.
Fairy.....	Actg. Master Chas. Swendsen.....	Mound City.
General Price.....	Actg. Vol. Lieut. W. R. Wells.....	Below Donaldsonville.
General Bragg.....	Actg. Vol. Lieut. C. Dominy.....	Morganza.

Vessel.	Commander.	Station.
Great Western	Actg. Master Benj. Sebastian	Receiving ship, Cairo, Ill.
General Lyon	1st-class Pilot R. E. Birch	Dispatch boat.
General Pillow	Actg. Ensign F. W. Halsted	Guard boat, Mound City.
Gazelle	Actg. Master Chas. Thatcher	Mouth of Red River, La.
Grampus	Actg. Ensign C. W. Litherbury	Receiving ship, Cincinnati, Ohio.
Hastings	Actg. Vol. Lieut. J. S. Watson	Below Memphis, Tenn.
Huntress	Actg. Master J. S. Dennis	Between Memphis and Columbus.
Judge Torrence	Actg. Master J. Irwin	Natchez, ordnance boat.
Juliet	Actg. Vol. Lieut. T. B. Gregory	White River.
Kenwood	Actg. Vol. Lieut. Jno. Swaney	Baton Rouge.
Lafayette	Lieut. Comdr. J. P. Foster	Bayou Sara.
Louisville	Lieut. Comdr. Geo. Bacon	Skipwitb's Landing.
Lexington	Actg. Master Wm. Neil	Above Fort Adams; at present at White River.
Little Rebel	Actg. Ensign J. B. Petty	3d District, near Morganza.
Mound City	Actg. Vol. Lieut. A. R. Langthorne	New Carthage.
Marmora	Actg. Master Thos. Gibson	Above Vicksburg.
Moose	Lieut. Comdr. Le Roy Fitch	Cumberland River.
Naiad	Actg. Master H. T. Keene	Below Fort Adams.
New Era	Actg. Master A. C. Sears	New Madrid.
New National	1st-class Pilot A. M. Orant	Dispatch boat.
Naumkeag	Actg. Vol. Lieut. John Rogers	Mound City, repairing.
Neosho	Actg. Vol. Lieut. Saml. Howard	On her way to Mound City.
Nymph	Actg. Master P. Donnelly	Below Memphis.
Osage	Actg. Vol. Lieut. G. W. Rogers	Aground above Helena, Ark.
Ouachita	Lieut. Comdr. Byron Wilson	Donaldsonville.
Ozark	Actg. Vol. Lieut. O. W. Brown	Mouth of Red River, La.
Pittsburg	Actg. Vol. Lieut. W. R. Hoel	Rodney.
Prairie Bird	Actg. Master Thos. Burns	Mouth Yazoo River.
Paw Paw	Actg. Master M. V. B. Haines	Tennessee River.
Peosta	Actg. Vol. Lieut. Thos. E. Smith	Do.
Peri	Actg. Master T. [M.] Farrell	Off Ellis Cliffs, Miss.
Romeo	Actg. Master T. Baldwin	Mouth Arkansas River.
Rattler	Actg. Vol. Lieut. J. Laning	New Carthage.
Red Rover	Actg. Ensign Chas. King	Hospital boat (New Orleans).
Robb	Actg. Ensign James Tuohy	9th District. (Mound City at present.)
Reindeer	Actg. Vol. Lieut. H. A. Glassford	Ohio River.
Springfield	Actg. Master Edm. Morgan	Cumberland River.
St. Clair		Mound City, repairing.
Silver Lake	Actg. Master J. C. Coyle	Ohio River.
Silver Cloud	Actg. Master Wm. Ferguson	Memphis, Tenn.
Samson	Actg. Chief Engr. C. H. Christopher	Blacksmith shop (now above Helena, Ark.).
Siren	Actg. Master James Fitzpatrick	Between Columbus and Memphis.
Sibyl	Actg. Vol. Lieut. J. [W.] Atkinson	Between Memphis and Columbus.
Tuscumbia	Lieut. Comdr. J. W. Shirk	9th District, Mound City, repairing.
Tyler	Actg. Vol. Lieut. F. S. Hill	Mouth White River.
Tensas	Actg. Ensign, E. C. Van Pelt	Mound City.
Victory	Actg. Master Fred. Read	Gaines Landing.
Vindicator	Actg. Vol. Lieut. H. H. Gorringe	Natchez.
General Sherman	Actg. Master J. W. Morehead	Tennessee River, above Mussel Shoals.
General Thomas	Actg. Master G. Morton	
General Grant	Actg. Master Jos. Watson	
General Burnside	Lieut. Moreau Forrest	

[Telegram.]

MOUND CITY, November 16, 1864.

Telegram received. Send *Springfield* here for repairs if they can not be made with the means at your command.

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander LE ROY FITCH,
Commanding Tenth District.

Instructions from Acting Rear-Admiral Lee, U. S. Navy, to Acting Ensign Sherman, U. S. Navy, regarding special detective work.

Confidential.]

U. S. S. HUNTRESS,

Off Hickman, Kentucky, November 17, 1864.

DEAR SIR: I have applied to the admiral for you, and in case he should see fit to order you down here I deem it best to post you a

little in order that you may the more easily understand what character to take and how to meet me. Be sure that no one knows of your intention to leave, as accidentally leaked out when you came down before. I do not know how long I may need you. To the matter in hand: A bribe is to be offered me to grant certain permits; not a small amount, but a percentage on an immense amount of cotton and tobacco. That is item No. 1. Nextly, goods have been coming here on forged permits. Thirdly, one of the board of trade has been aiding and abetting the rebels, sending goods to Jackson, Tenn. I think you will have to go in partnership with a man down here. Perhaps you had better come to me for a permit to land somewhere on the river. I expect I had better go on the boat down the river a little ways and make your acquaintance, and we can come to some plan of action.

Yours, etc.,

JOHN G. MITCHELL,

Lieutenant-Commander, Commanding Eighth District.

Acting Ensign FRANK SHERMAN,

Mound City, Ill.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, regarding the district to be under control of commandant at Mound City, Ill.

MOUND CITY, November 17, 1864.

SIR: That part of the Ninth District including between Columbus, on the Mississippi, and Mound City, Illinois, will until further orders be under the control of the commandant of the naval station at Mound City.

I refer to you applications of this date from Mr. M. S. Eresmenger and M. Scott White for appropriate disposition under existing instructions.

Respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Fleet Captain A. M. PENNOCK,

Commanding Naval Station, Mound City.

General order of Acting Rear-Admiral Lee, U. S. Navy, regarding limits of districts.

U. S. MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,

Mound City, Ill., November 18, 1864.

GENERAL ORDER, }
No. 16. }

The limits of the Eighth District will hereafter be from Memphis to Mound City; and of the Ninth, from Mound City to Mussel Shoals, Tennessee River. The Tennessee River, from Mussel Shoals to its head, will constitute the Eleventh District.

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Shirk, U. S. Navy, to proceed to Mound City.

MOUND CITY, November 18, 1864.

As soon as you can properly leave Paducah and the Tennessee with the *Paw Paw* come here in her.

S. P. LEE,
Acting Rear-Admiral, Commanding Mississippi Squadron.
 Lieutenant-Commander J. W. SHIRK,
Commanding Ninth District, Paducah, Ky.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, revoking the assigning of a district to the commandant at Mound City.

MOUND CITY, ILL., November 19, 1864.

SIR: My order of the 17th instant, assigning to the commandant of the naval station at Mound City the command of that part of the Ninth District included between Columbus, on the Mississippi, and Mound City, Illinois, is hereby revoked.

Respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Commanding Mississippi Squadron.
 Fleet Captain A. M. PENNOCK,
Commanding Naval Station, Mound City, Ill.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Bryson, U. S. Navy, regarding the U. S. steamers Lexington and Osage.

MOUND CITY, ILL., November 19, 1864.

SIR: As soon as the *Lexington* can be relieved from her present duty of guarding the *Osage*, send her here for repairs.

Send the *Osage* here when she floats, if her condition absolutely requires it, but not otherwise, unless specially ordered to do so.

Respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Commanding Mississippi Squadron.
 Commander ANDREW BRYSON,
Commanding Seventh District Mississippi Squadron.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Volunteer Lieutenant Howard, U. S. Navy, commanding U. S. S. Neosho for duty in the Tenth District.

MOUND CITY, November 20, 1864.

SIR: Proceed with the *Neosho* under your command to Smithland, Ky., and report to Lieutenant-Commander Le Roy Fitch for temporary duty in the Tenth District.

Respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Commanding Mississippi Squadron.
 Acting Volunteer Lieutenant SAMUEL HOWARD,
Commanding U. S. S. Neosho.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting reports regarding captures by the U. S. S. Forest Rose, November 21, 1864.

No. 37.]

FLAGSHIP BLACK HAWK,
Mound City, December 3, 1864.

SIR: I transmit enclosed a copy of the report of Lieutenant-Commander E. Y. McCauley, commanding Fifth District, in regard to the capture of contraband goods and 3 prisoners on the 21st ultimo.

Very respectfully,

S. P. LEE,
Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. S. BENTON,
Natchez, Miss., November 22, 1864.

ADMIRAL: I have the honor to inform you the report of Acting Volunteer Lieutenant Commanding C. A. Wright, commanding U. S. S. *Forest Rose*.

The capture was made opposite Bruinsburg, Miss. Having been attracted to the place by seeing a skiff crossing, he shelled the locality, then landed, and found the contraband goods concealed in the undergrowth. A large lot had already been ferried over.

I commend Lieutenant Commanding Wright's judgment and vigilance to your notice.

Very respectfully, your obedient servant,

E. Y. McCAULEY,
Lieutenant-Commander, U. S. N., Comdg. Fifth District.

Rear-Admiral S. P. LEE,
Commanding Mississippi Squadron.

[Subenclosure.]

U. S. S. AVENGER,
Off Natchez, Miss., November 22, 1864.

SIR: I have the honor to report the following captures made yesterday opposite Bruinsburg by this vessel, viz: 154 Enfield rifles (new), 162 bayonets, 116 bayonet scabbards, 4 pair bullet molds, 17 bales wool, 1 Confederate captain, 1 Confederate commissary sergeant, 1 Confederate private, 14 new skiffs (destroyed), 2 wagons (destroyed).

There was a force of 16 infantry and 25 cavalry in vicinity.

I have the honor to be, very respectfully, your obedient servant,

CHARLES A. WRIGHT,
Acting Volunteer Lieutenant, Commanding.

Lieutenant-Commander E. Y. McCAULEY,
Commanding Second District.

[Telegram.]

BATON ROUGE, *November 21, 1864—11 a. m.*

I have just received definite information that a rebel regiment, commanded by one [John] Griffith, crossed the river 10 miles below Natchez from the west bank and was at Woodville, [Miss.], three days ago. Other troops are expected to follow.

W. P. BENTON,
Brigadier-General, Commanding.

Major GEO. B. DRAKE,
Acting Adjutant-General.

[Endorsement.]

Respectfully forwarded to commanding officer, Fifth District, Mississippi Squadron, for his information.

C. T. CHRISTENSEN,
Lieutenant-Colonel, Assistant Adjutant-General.

Letter from the Secretary of the Navy to the Secretary of War, requesting that orders regarding transportation over the Illinois Central Railroad be extended to include naval supplies.

NAVY DEPARTMENT, *November 21, 1863.*

SIR: Rear-Admiral Porter telegraphs to this Department that he is informed by Mr. Robert Forsyth, the agent of the Illinois Central Railroad, that he has orders direct from Washington that cars are to be used on said road for no other purpose than in forwarding provisions and forage for the Army. This order, if enforced, will stop lumber for the Navy stations at Cairo and Mound City, supplies and stores of every description for the Navy on the Western waters; and I have the honor therefore to request that it may be so modified as to authorize the transportation of articles for the Navy.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Hon. E. M. STANTON,
Secretary of War.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Canby, U. S. Army, on learning of casualty on the U. S. S. Cricket in White River.

MOUND CITY, *November 21, 1864.*

GENERAL: I learn with solicitude from official reports that you were severely wounded on the gunboat *Cricket* in White River on the 6th instant.

I have heartily approved the action of Acting Volunteer Lieutenant Hill in promptly putting the *Cricket* at your disposal subsequently.

I hear with much satisfaction of the prospect of your recovery, which I hope may be speedy; and have the honor to be, general,
Very respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Major-General E. R. S. CANBY,
Commanding Military Division of the West Mississippi.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Bryson, U. S. Navy, approving his course in sending Major-General Canby on the U. S. S. Cricket to New Orleans and requesting investigation of casualty.

MOUND CITY, November 21, 1864.

SIR: I have received yours (without date), inclosing reports in reference to sending the *Cricket* to New Orleans with General Canby, at his request, and the collision of that vessel with the *Judge Torrence*.

It was very proper to send the *Cricket* to New Orleans with the general.

I desire a full investigation and report as to this collision; with careful and competent officers such accidents ought not to occur. I do not approve of commanding officers leaving the entire management of their vessels to their pilots, nor will their doing so relieve them from responsibility and blame in the event of injury from visible danger. If the pilot of either vessel proves to have been in fault, however, he will be suitably dealt with; if necessary, tried by general court-martial.

Respectfully, yours,
S. P. LEE,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Commander A. BRYSON,
Commanding Seventh District, U. S. S. Hastings

[Telegram.]

MOUND CITY, November 22, 1864.

Gunboat *Fairy* is here at your disposal, as arranged between yourself and Captain Pennock. Do you wish her sent to St. Louis?

S. P. LEE,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Rear-Admiral C. H. DAVIS,
St. Louis, Mo.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the wounding of Major-General Canby, U. S. Army, on the U. S. S. Cricket in White River.

No. 25.] MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
MOUND CITY, ILL., November 23, 1864.

SIR: I have received reports from Commander A. Bryson, commanding Seventh District, relating to the wounding of General

Canby on board the gunboat *Cricket*, in White River, on the 6th instant.

About 8 a. m. of that date, when near Little Island, the general, who was standing on the hurricane deck, was shot by a guerrilla from the bank. The ball passed through the upper part of the thigh, missing the femoral artery, and breaking no bones, but producing a very painful wound. At the request of General Canby, on the advice of the surgeon, the *Cricket* was ordered to convey the general to New Orleans.

A report from the commanding officer of the *Cricket*, dated 9th instant, at Natchez, states that the general was doing very well, better than could be expected, which favorable report is confirmed by the fact that the general stopped on the way down to communicate with the commandants of all the military posts.

I have the honor to be, sir, very respectfully, your obedient servant,
S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Rear-Admiral Davis, U. S. Navy, placing at his disposal the U. S. S. Fairy.

MOUND CITY, November 23, 1864.

ADMIRAL: I understand Paymaster Boggs (whom I have not yet seen) brings a message from you that you wish the *Fairy* sent to St. Louis. I have ordered the commanding officer of the *Fairy* to proceed there with dispatch and report to you for further orders.

I understood, on my arrival here, from Captain Pennock, that you designed coming here, and have held the *Fairy* in readiness for you at this place. I would have sent her to St. Louis with the *Curlew*, but thought it best to conform to the previous arrangement made to meet your views.

It will give me very great pleasure to do everything in my power to promote the objects of your commission and the personal convenience and accommodation of yourself and your associates. Please say so to them.

I have the honor to be, admiral, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Rear-Admiral C. H. DAVIS,

St. Louis.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, to proceed to St. Louis for conference with Navy Yard Commission.

MOUND CITY, November 23, 1864.

SIR: I have received a telegram from Admiral Davis, stating the commission wishes to have your assistance and advice. The *Fairy*

having sailed before the receipt of the dispatch, you will proceed to St. Louis by the earliest public conveyance, turning over the command of the station during your absence to Commander Hughes, and report to Rear-Admiral Davis for such services as the commission may require.

Respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Fleet Captain A. M. PENNOCK,

Commandant Naval Station, Mound City.

Instructions of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Greer, U. S. Navy, for the purchase of ten light-draft steamers for use in the Mississippi Squadron.

Confidential.]

MOUND CITY, ILL., *November 23, 1864.*

SIR: You will proceed to Cincinnati, Ohio, and to Pittsburg, Pa., and to other places if necessary, for the purpose of purchasing ten sound, strong, and swift light-draft steamers, to be converted into gunboats.

Obtain side-wheel steamers if possible, but don't reject a good, strong, fast, light-draft stern-wheel steamer where you find one. New boats are desirable.

Be careful to buy none that have not undergone inspection by the Government officers appointed for that purpose, and which have been built on specifications.

Stern-wheel boats must have a good-sized wheel, and good power, and be fast.

In the boats selected see that the boilers are not so far forward as to prevent the working of 30-pounder Parrotts after the boiler casemates are fitted.

I will send with you, to assist you, Acting Naval Constructor Kendall, Acting Fleet Engineer Bickerstaff, and Paymaster Jackson. You are herewith furnished with a copy of the orders issued to these gentlemen. When a boat is selected, you will have her purchased by Paymaster Jackson, under your supervision, and see that the papers of transfer are legally prepared and executed. You will cause a correct inventory to be taken of the furniture, crockery, glassware, and equipments of all kinds, and see that the same is properly cared for.

The strictest secrecy practicable must be preserved in this business; keep me advised of the progress you make in the execution of these orders.

Enclosed is a draft of a contract for the conversion of eight of the boats into gunboats. It was prepared principally, and with reference to a former contract by my predecessor, by the heads of the departments, and the commandant of the naval station at Mound City.

You are authorized to make such changes in it as, in the exercise of a sound discretion and better information which you may obtain in the progress of the business, will protect and promote the interests of the Government, and which it is your highest duty to do, and, in connection with Paymaster Jackson, to make the best possible contract with such steamboat builders of skill, proper means, and integ-

urity as will secure a prompt, proper, and economical fitting of these steamers for gunboats as provided for in this draft.

Respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander JAS. A. GREER,

Commanding U. S. S. Black Hawk.

Instructions from Acting Rear-Admiral Lee, U. S. Navy, to Fleet Engineer Bickerstaff, U. S. Navy, regarding the purchase of ten light-draft steamers for use in the Mississippi Squadron.

Confidential.]

MOUND CITY, November 23, 1864.

SIR: You will proceed to Cincinnati, Pittsburg, or such other places as Lieutenant-Commander Greer may direct, for the purpose of examining the machinery of steamers about to be purchased by the Government.

Inspect all light-draft boats and report to Lieutenant-Commander Greer where the vessel is to be found.

You will yourself examine critically all such boats, and see that those you recommend favorably correspond in every respect to what is required to make them efficient gunboats. Do not take anything for granted, but inspect everything, inside and out. I do not want any second-hand engines or boilers, or any engines or boilers that have been much used. I want new and good engines and boilers, if possible to procure them, and they must have all the pumps necessary to keep the vessel afloat, also good donkey engines; when they have two of the latter it will be preferred.

I don't want engines or boilers that will require considerable and expensive alterations or repairs to fit them for service after we have purchased them. When you have carefully examined a boat's machinery and find it to answer, report fully and intelligently about it to Lieutenant-Commander Greer, with your recommendation, and when he is ready to go to different places he will notify you, and you will accompany or precede him as he may direct. Avoid wearing your uniform while absent, and doing anything to indicate who you are, and carefully avoid disclosing that you are working for the Government. Avoid as far as practicable being seen in communication with Lieutenant-Commander Greer, Paymaster Jackson, or Mr. Kendall.

Should you, in the course of your examination of vessels, discover any fault or defect whatsoever, you will report it to Lieutenant-Commander Greer with your opinion.

Do your utmost to protect and promote the interests of the Government in this whole matter, and make all your reports to Lieutenant-Commander Greer in writing.

Return here when this service is performed, and submit a full and intelligent report to me of all vessels you have examined, with your opinions and recommendations in each case.

Respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Acting Fleet Engineer SAMUEL BICKERSTAFF.

Instructions from Acting Rear-Admiral Lee, U. S. Navy, to Naval Constructor Kendall, U. S. Navy, regarding the purchase of ten light-draft steamers for use in the Mississippi Squadron.

Confidential.]

MOUND CITY, ILL., November 23, 1864.

SIR: You will proceed to Cincinnati, Pittsburg, or such other places as Lieutenant-Commander Greer may direct, for the purpose of examining light-draft steamers suitable for conversion into gunboats.

Inspect all light-draft boats, and report to Lieutenant-Commander Greer where each vessel is to be found. You will yourself critically examine all such boats, and see that those you recommend are as advantageously adapted as can be found to be convenient for conversion into efficient light-draft gunboats. Do not take anything for granted, but inspect everything inside and out.

New boats are necessary, and they should have strength and speed, and have been so built and their machinery and boilers so placed that they can be conveniently fitted for two 30-pounder Parrott rifles forward in stern-wheel steamers and in side-wheel boats, which are much more preferable, for two of the same kind of guns aft. I do not want boats that will require considerable and expensive alterations or repairs after we have purchased them, in addition to the fitments necessary for naval service. When you have carefully examined a boat and find it to answer, report fully and intelligently about it to Lieutenant-Commander Greer, with your recommendation. When he is ready to go to different places he will notify you, and you will accompany or precede him, as he may direct. Avoid wearing your uniform while absent and doing anything to indicate who you are, and carefully avoid disclosing that you are working for the Government. Avoid as far as practicable being seen with Lieutenant-Commander Greer, Paymaster Jackson, or Fleet Engineer Bickerstaff. Should you in the course of your examination of vessels discover any fault or defect whatsoever, you will report it to Lieutenant-Commander Greer, with your opinion. Do your utmost to protect and promote the interests of the Government in this whole matter, and make all your reports to Lieutenant-Commander Greer in writing.

Return here when this service is performed, and submit a full and intelligent report to me of all vessels you have examined, with your opinion and recommendations in each case.

Respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Acting Naval Constructor CHAS. F. KENDALL.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Paymaster Jackson, U. S. Navy, regarding the purchase of ten light-draft steamers for use in the Mississippi Squadron.

Confidential.]

MOUND CITY, November 23, 1864.

SIR: You will proceed to Cincinnati, Ohio, and Pittsburg, Pa., and such other places as Lieutenant-Commander Greer may direct, for

the purpose of purchasing ten light-draft steamers that will be selected by Lieutenant-Commander Greer, with the aid of his assistants, Acting Naval Constructor Kendall and Acting Fleet Engineer Bickerstaff, for conversion into gunboats.

I enclose you herewith for your instruction and guidance (as far as may be appropriate) a copy of the instructions which I have received from the Navy Department, dated 9th instant, and of those which I have issued to Lieutenant-Commander Greer, Acting Fleet Engineer Bickerstaff, and Acting Naval Constructor Kendall on this subject. When a boat has been selected, you will purchase it at the lowest price possible, taking such measures as will secure a clear title to the Government.

You will use every exertion to assist Lieutenant-Commander Greer in preserving the furniture and equipments of all kinds of the boats purchased, taking an inventory of the same.

Lieutenant-Commander Greer has copies of a contract for the conversion into gunboats of the steamers purchased, which is to be made with a responsible party or parties. Yourself and Lieutenant-Commander Greer will be signers to said contract on the part of the Government.

Do your utmost to protect and promote the interests of the Government in this whole matter; avoid wearing your uniform while absent and doing anything to indicate who you are and that you are working for the Government.

Avoid as far as practicable being seen in communication with Lieutenant-Commander Greer, Mr. Bickerstaff, or Mr. Kendall.

Take with you a list of the light-draft boats heretofore purchased, the cost of purchase and conversion into gunboats.

Your attention is called to the following copy of a paragraph in a paper of the 23d instant, viz:

The Pittsburg papers report a market decline in steamboat stock within the last few weeks, so that boats which seven or eight months ago would sell readily for \$30,000 would not now bring anything like that figure.

Respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Paymaster C. C. JACKSON,
Naval Station, Mound City, Ill.

Report of Lieutenant-Commander Mitchell, U. S. Navy, referring to confidential mission of Acting Ensign Sherman, U. S. Navy.

Confidential.]

U. S. S. SIBYL, November 24, 1864.

ADMIRAL: The business for which I sent for Mr. Sherman promises well.

It will take some days to entirely develop. Several parties are implicated. Some of them officers in places of trust; others leading merchants. I hope to be able to give you some details by the dispatch boat when she comes up, otherwise I shall send an officer with

some important papers. Please send me a copy of the Statutes at Large, also De Hart, or some other standard work on courts-martial.

Very respectfully, your obedient servant,

JOHN G. MITCHELL,

Lieutenant-Commander, Commanding Eighth District.

Acting Rear-Admiral S. P. LEE,

Commanding Mississippi Squadron.

Report of Acting Rear-Admiral Lee, U. S. Navy, requesting the appointment of Commander Peirce Crosby as fleet captain.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, Ill., November 24, 1864.

SIR: Understanding that Captain Pennock is likely to be detached from this squadron as fleet captain commanding the repairing and supply station here and assigned to other duty, I respectfully request that in this event, and if consistent with the views of the Department, as I trust it will be, Commander Peirce Crosby may be ordered to fill the vacancy.

I have the honor to be, sir, very respectfully, your obedient servant,

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Mitchell, U. S. Navy, in response to confidential communications.

Confidential.]

MOUND CITY, November 25, 1864.

SIR: Your confidential communications of 22d and 24th instant are received.

Signal numbers will form the most convenient cipher, adding 20 to each in sending communications, and subtracting 20 from those received.

I have no spare copies of De Hart on Court-Martial, or of the United States Statutes at large. I enclose the laws relating to the Navy of the last two sessions of Congress, which, with the Treasury Regulations you already have, I presume will answer your purpose.

Respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander J. G. MITCHELL,

Commanding Eighth District.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander McCauley, U. S. Navy, in view of the movement of Confederates across the Mississippi River above Fort Adams, Miss.

MOUND CITY, ILL., November 26, 1864.

SIR: A Cairo dispatch of the 22d instant, in the papers of the 23d, states that 110 Texans crossed the [Mississippi] River about 18 miles above Fort Adams.

Be pleased to explain the apparant lack of vigilance on the part of the vessels in that vicinity and inform me if any change in their stations, with a view to the qualifications of their commanding officers, is advisable.

Respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander E. Y. McCAULEY,
Commanding Fifth District Mississippi Squadron.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting report of cooperative expeditions resulting in destruction of railroad bridge over Big Black River, Miss., November 27; also letters of thanks from General Dana, U. S. Army.*

No. 50.] MISSISSIPPI SQUADRON, FLAGSHIP FAIRY,
Tennessee River, December 31, 1864.

SIR: Lieutenant-Commander George Bacon, commanding Sixth District, reports under date of 8th instant that an expedition sent from Vicksburg by Major-General Dana, to destroy the enemy's railroad communications in Mississippi, in which the *Vindicator* and *Prairie Bird* cooperated, proved a complete success, our forces having destroyed the railroad bridge over the Big Black River, tore up some 30 miles of the track, and destroyed a considerable amount of the enemy's stores.

I enclose copies of letters from Major-General Dana to Lieutenant Bacon (1), to Acting Volunteer Lieutenant Gorringer, commanding *Vindicator* (2), and to Acting Master Burns, commanding *Prairie Bird* (3), acknowledging in flattering terms the assistance rendered by the Navy.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. S. LOUISVILLE,
Off Skipwith's Landing, December 8, 1864.

SIR: I have the honor to state that the expedition sent up the Yazoo River, in which the U. S. S. *Vindicator* and *Prairie Bird* cooperated,

* For Army reports see A. W. R., vol. 45, pt. 1, p. 777.

has proved a complete success, our forces having destroyed the railroad bridge over the Big Black River and torn up the tracks for a distance of 30 miles.

Enclosed please find copies of letters from General Dana to Acting Volunteer Lieutenant Gorringe, of the *Vindicator*, Acting Master Thomas Burns, of the *Prairie Bird*, and myself, in relation to the same.

I have received a letter from Acting Volunteer Lieutenant-Commander W. R. Hoel, commanding the U. S. S. *Pittsburg*, stating that he had been ordered to report with his vessel at Mound City and had left this district in obedience to them.

Very respectfully, your obedient servant,

GEORGE BACON,

Lieut. Commander, Comdg. Sixth District Mississippi Squadron.

Acting Rear-Admiral S. P. LEE, U. S. Navy,

Commanding Mississippi Squadron.

[Subenclosures.]

HDQRS. DISTRICT WEST TENNESSEE AND VICKSBURG,

Vicksburg, Miss., December 5, 1864.

SIR: It affords me very great gratification to acknowledge the signal services rendered by Acting Volunteer Lieutenant H. H. Gorringe, U. S. Navy, commanding U. S. S. *Vindicator*, and Acting Master Thomas Burns, commanding U. S. S. *Prairie Bird*, of your command, and to thank you for your cooperation and prompt assistance during the late successful cavalry expedition from Vicksburg against the rebel communications in Mississippi, which resulted in the destruction of a very important railroad bridge over the Big Black River, some 30 miles of railroad track, and a large amount of supplies destined for the rebel Army.

Very respectfully, your obedient servant,

N. J. T. DANA, *Major-General.*

Lieutenant-Commander GEORGE BACON, U. S. Navy,

Comdg. 6th Dist. Miss. Squadron, U. S. S. Louisville.

HDQRS. DISTRICT WEST TENNESSEE AND VICKSBURG,

Vicksburg, Miss., December 5, 1864.

SIR: The part taken by the splendid vessel under your energetic and intelligent command during the late cavalry operations from Vicksburg against the railroad communications of the enemy in Mississippi, which have been eminently successful, renders it an acceptable task to tender you for myself and for the gallant officers and men whom you so ably seconded our sincere thanks.

Very respectfully, your obedient servant,

N. J. T. DANA, *Major-General.*

Acting Volunteer Lieutenant H. H. GORRINGE, U. S. Navy,

Comdg. U. S. S. Vindicator, 6th Dist. Miss. Squadron.

HDQRS. DISTRICT WEST TENNESSEE AND VICKSBURG,
Vicksburg, Miss., December 5, 1864.

SIR: Permit me, for myself and the officers and soldiers whom you so zealously aided, to thank you for your efficient services during the late cavalry operations from Vicksburg against the Mississippi Central Railroad.

The assistance of the vessels of the Sixth Division Mississippi Squadron rendered the expedition a complete success.

Very respectfully, your obedient servant,

N. J. T. DANA, *Major-General.*

Acting Master THOS. BURNS, U. S. Navy,
Comdg. U. S. S. Prairie Bird, 6th Dist. Miss. Squadron.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Volunteer Lieutenant Rogers, U. S. Navy, commanding U. S. S. Osage, to proceed to Mound City for repairs to that vessel.

MOUND CITY, ILL., *November 27, 1864.*

SIR: Proceed with the *Osage*, under your command, to Mound City for repairs.

Obtain a tow on the best and most economical terms possible and use dispatch.

The mechanic boats, as I have instructed your district commander, will be sent down the river.

Respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Acting Volunteer Lieutenant G. W. ROGERS,
U. S. S. Osage, off Helena, Ark.

Report of Brigadier-General Ullmann, U. S. Army, requesting instructions as to retaliation for the death of Acting Master Thatcher, U. S. Navy, November 25.

HEADQUARTERS U. S. FORCES,
Morganza, La., November 27, 1864.

SIR: I have the honor to report that on the 25th instant Lieutenant Thatcher, U. S. Navy, commanding the *Gazelle*, gunboat No. 50, while on shore with 2 men at Raccourci, near Williamsport, was murdered by guerrillas and horribly mutilated. Lieutenant-Commander John J. Cornwell, U. S. Navy, commanding Second and Third Districts, Mississippi Squadron, states to me this afternoon that he gave notice some time since to the inhabitants below Red River, along Old River and the Mississippi, that if any of his officers or men were murdered he would take summary vengeance upon them and their property. He intends to retaliate some time next week, and earnestly requests me to send a force to cooperate with him.

I have the honor to request instructions both as to whether I shall cooperate with Captain Cornwell, and also as to the extent to which retaliation shall be carried. I am informed that there is in that direction a large number of horses, mules, and cattle, and also much forage.

I have the honor to be, respectfully, your obedient servant,

DANIEL ULLMANN,
Brigadier-General of Volunteers, Commanding.

Lientenant-Colonel GEORGE B. DRAKE,
Assistant Adjutant-General.

Order of Acting Rear-Admiral Lee, U. S. Navy, to the commanding officer of U. S. S. Carondelet, to hasten repairs to that vessel.

MOUND CITY, ILL., *November 27, 1864.*

SIR: You will prepare the *Carondelet* for service with all possible dispatch, and when finished inform me of the facts; also let me know how long it will take for her completion.

Respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Commanding Mississippi Squadron.

COMMANDING OFFICER U. S. S. CARONDELET.

Report of Lieutenant-Commander Cornwell, U. S. Navy, announcing the death of Acting Master Thatcher, U. S. Navy, and proposed retaliation.

U. S. S. CHOCTAW,
Bayou Sara, La., November 30, 1864.

SIR: It becomes my painful duty to report the death of Acting Master Thatcher, of the U. S. S. *Gazelle*.

He was murdered by two men on Raconci Island [Raccourci], La., without any cause that I have been able to ascertain, except the capture of his boots and gun. I have concerted a movement with the army to punish the inhabitants of that region for harboring such men.

Very respectfully, your obedient servant,

J. J. CORNWELL,
Lieut. Comdr., Comg. Second Dist. Miss. Squadron.

Acting Rear-Admiral S. P. LEE,
Commanding Mississippi Squadron.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Brigadier-General Buford, U. S. Army, acknowledging assistance in floating the U. S. S. Osage.

MOUND CITY, *November 30, 1864.*

GENERAL: The commanding officer of the *Osage* informs me that on his application to you for a steamer to assist in getting that vessel

afoat you were kind enough to send him one, and with the assistance thus rendered he succeeded in launching the *Osage*, which has been aground for some months. Accept my thanks for this timely and important aid.

I have issued orders to correct the misconduct of Acting Master Neil, referred to in your communication received on the 21st instant, and regret very much that it should have occurred. I have the honor to be, general,

Very respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Brigadier-General BUFORD,
Commanding, etc.

[Telegram.]

MOUND CITY, *November 30, 1864.*

SIR: Deliver to the military authorities at Cairo the skiffs and boats which had been used there under military supervision in ferrying to the Kentucky shore, seized by you by Lieutenant-Commander Mitchell's order.

Respectfully, yours,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Acting Master BENJAMIN SEBASTIAN,
Commanding U. S. S. Great Western.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Volunteer Lieutenant-Commander Hoel, U. S. Navy, commanding U. S. S. Pittsburg.

MOUND CITY, *November 30, 1864.*

SIR: Proceed with the *Pittsburg* under your command to Mound City and report to me for further orders.

Respectfully, yours,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Acting Volunteer Lieutenant-Commander W. R. HOEL,
Commanding U. S. S. Pittsburg.

[Telegram.]

HDQRS. SECOND DIVISION, SEVENTH ARMY CORPS,
Devall's Bluff, Ark., November 30, 1864—9 a. m.

White River is falling. Gunboat 30 [U. S. S. *Fawn*], arrived yesterday afternoon. The *Zephyr* came in about 10 last night and reports a few rebels crossing to the west side of the river at Crockett's Bluff, and that the *Dickey* was fired into; also tracks of a good many troops with wheels having crossed at Harris's Ferry, just above

Aberdeen, but does not know which way. I think it is Dobbin trying to get across the Arkansas.

C. C. ANDREWS,
Brigadier-General.

Captain C. H. DYER,
Little Rock.

Letter from Major-General Canby, U. S. Army, to Major-General Dana, U. S. Army, regarding the need of unity of action between the two arms of the service for the suppression of illegal traffic.

HDQRS. MILITARY DIVISION OF WEST MISSISSIPPI,
New Orleans, La., November 30, 1864.

SIR: Your communication of the 24th instant in relation to the cotton traffic by the steamers *Mattie Cook* and *Virginia* came to hand this afternoon. The commanding general directs me to say that in all cases of violations of the blockade, and of existing orders, which come within the military jurisdiction, you are competent to act, but that whenever they are beyond that jurisdiction the necessary action devolves upon the commander of the naval district, to whom the case should be reported with a request that the proper action be taken and the offending persons and property be turned over to you for the institution of the necessary proceedings. Any boat that has once violated existing orders may be seized by you the moment she comes again within your jurisdiction, but under the order of Admiral Porter, which, while it exists, we are bound to respect, it is desirable to avoid a conflict of authority, which might lead to serious results. On the river the Navy is the supreme authority the same as the Army is on the land, and while the commanding general sincerely appreciates your zeal in using every endeavor to stop illegal traffic, he is also anxious to preserve that harmony between the two arms of the service which is so essential to the success of our cause. Admiral Lee has been written to very fully (with copies of your letters and other papers bearing on this question), and has been earnestly requested to give such orders as will effectually put a stop to the evils complained of.

Very respectfully, sir, your obedient servant,

C. T. CHRISTENSEN,
Lieutenant-Colonel and Assistant Adjutant-General.

Major-General N. J. T. DANA,
*Commanding Districts of West Tennessee
and Vicksburg, Vicksburg, Miss.*

[Telegram.]

MOUND CITY, *November 30, 1864.*

Telegram received. Proposed modifications can be made.

S. P. LEE,
Acting Rear-Admiral, Commanding Mississippi Squadron.
Lieutenant-Commander JAMES A. GREER,
Cincinnati, care Receiving Ship Grampus.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting semi-monthly report of vessels and their stations in the Mississippi Squadron.

No. 40.] MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, December 3, 1864.

SIR: I transmit enclosed the semimonthly report of the stations and commanders of the vessels of this squadron.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

DECEMBER 1, 1864.

Vessel.	Commander.	Station.
Argosy.....	Actg. Master John C. Morong.....	Donaldsonville, La.
Abraham.....	Actg. Ensign Wm. Wagner.....	Mound City, Ill.
Alexandria.....	Actg. Master D. P. Rosenmiller.....	Donaldsonville, La.
Avenger.....	Actg. Vol. Lieut. Chas. A. Wright.....	Morganza.
Black Hawk.....	Lieut. Comdr. Jas. A. Greer.....	Mound City.
Benton.....	Lieut. Comdr. E. Y. McCauley.....	Natchez, Miss.
Brilliant.....	Actg. Vol. Lieut. Chas. G. Perkins.....	Cumberland River.
Brown.....	First Class Pilot J. A. French.....	Mound City.
Chillicothe.....	Actg. Vol. Lieut. Geo. P. Lord.....	Off Fort Adams.
Choctaw.....	Lieut. Comdr. J. J. Cornwell.....	Bayou Sara.
Carondelet.....	Lieut. Comdr. John G. Mitchell.....	Cumberland River.
Crocket.....	Actg. Master M. J. Cronin.....	White River.
Champion.....	Actg. Ensign Thos. Divine.....	Off Fort Adams.
Curlew.....	Actg. Ensign H. B. O'Neill.....	Mound City, on special service, U. S. Coast Survey.
Cincinnati.....	Actg. Vol. Lieut. Jason Goudy.....	Mound City, repairing.
Exchange.....	Actg. Vol. Lieut. James C. Gipson.....	Mouth White River.
Essex.....	Commander A. Bryson.....	Memphis.
Forest Rose.....	Actg. Vol. Lieut. A. N. Gould.....	Between Vicksburg and Natchez.
Fairplay.....	Actg. Master G. J. Groves.....	Cumberland River.
Fawn.....	Actg. Master Jno. R. Grace.....	Arkansas River.
Fort Hindman.....	Actg. Vol. Lieut. John Pearce.....	Between Morganza and Fort Adams.
Fairy.....	Actg. Ensign Chas. Swendsen.....	On special service with navy-yard commission.
General Price.....	Actg. Vol. Lieut. W. R. Wells.....	Below Donaldsonville.
General Thomas.....	Actg. Master Gilbert Morton.....	Tennessee River, above Mussel Shoals.
General Bragg.....	Actg. Vol. Lieut. C. Dominy.....	Below Natchez.
General Grant.....	Actg. Master Jos. Watson.....	Tennessee River, above Mussel Shoals.
Great Western.....	Actg. Master Benj. Sebastian.....	Receiving ship, Cairo, Ill.
General Lyon.....	Pilot R. E. Birch.....	Dispatch boat; down the river.
General Sherman.....	Actg. Master J. W. Morehead.....	Tennessee River, above Mussel Shoals.
General Pillow.....	Actg. Ensign F. W. Halsted.....	Mound City (guard boat).
Gazelle.....	Actg. Master Chas. Thatcher.....	Mouth Red River.
General Burnside.....	Lieut. Moreau Forrest.....	Tennessee River, above Mussel Shoals.
Grampus.....	Actg. Master C. W. Litherbury.....	Receiving ship, Cincinnati, Ohio.
Hastings.....	Actg. Vol. Lieut. J. S. Watson.....	Memphis.
Huntress.....	Actg. Master J. S. Dennis.....	Mound City, repairing.
Judge Torrence.....	Actg. Master Jeremiah Irwin.....	Natchez (ordnance boat).
Juliet.....	Actg. Vol. Lieut. T. B. Gregory.....	White River.
Kenwood.....	Actg. Vol. Lieut. Jno. Swaney.....	Baton Rouge.
Lafayette.....	Lieut. Comdr. J. P. Foster.....	Mouth Red River.
Louisville.....	Lieut. Comdr. Geo. Bacon.....	Off Skipwith's Landing.
Lexington.....	Actg. Vol. Lieut. Wm. Flye.....	White River.
Little Rebel.....	Actg. Ensign J. B. Pettey.....	Near Morganza.
Mound City.....	Actg. Master F. T. Coleman.....	New Carthage.
Marmora.....	Actg. Master Thos. Gibson.....	Above Vicksburg.
Moose.....	Lieut. Comdr. Le Roy Fitch.....	Cumberland River.
Manhattan.....		
Naiad.....	Actg. Master Henry T. Keene.....	Below Fort Adams.
New Era.....	Actg. Master A. C. Sears.....	New Madrid.
New National.....	First Class Pilot A. M. Grant.....	Mound City (dispatch boat).
Naumkeag.....	Actg. Vol. Lieut. John Rogers.....	Mound City, repairing.
Neosho.....	Actg. Vol. Lieut. Saml. Howard.....	Cumberland River.
Nymph.....	Actg. Master P. Donnelly.....	Below Memphis.
Osage.....	Actg. Vol. Lieut. Geo. W. Rogers.....	Off Helena, ordered to Mound City.

Vessel.	Commander.	Station.
Ouachita.....	Lieut. Comdr. Byron Wilson.....	Donaldsonville.
Ozark.....	Actg. Vol. Lieut. Geo. W. Brown.....	Mouth Red River.
Pittsburg.....	Actg. Vol. Lieut. Comdr. W. R. Hoel.....	On ber way to Mound City.
Prairie Bird.....	Actg. Master Thos. Burns.....	Mouth Yazoo River.
Paw Paw.....	Actg. Master M. V. B. Haines.....	Mound City, repairing.
Peosta.....	Actg. Vol. Lieut. Thos. E. Smith.....	Paducah, Ky.
Peri.....	Actg. Master Thos. [M.] Farrell.....	Off Ellis Cliffs.
Romeo.....	Actg. Master Thos. Baldwin.....	Mouth Arkansas River.
Rattler.....	Actg. Master N. B. Willets.....	New Carthage.
Red Rover.....	Actg. Ensign Chas. King.....	Hospital boat, Memphis.
Robb.....	Actg. Ensign Jas. Tuohy.....	Mound City, repairing.
Reindeer.....	Actg. Vol. Lieut. H. A. Glassford.....	Ohio River.
Springfield.....	Actg. Master Edmund Morgan.....	Cumberland River.
Sf. Clair.....	Actg. Vol. Lieut. J. S. French.....	Mound City, repairing.
Silver Lakk.....	Actg. Master J. C. Coyle.....	Ohio River.
Silver Cloud.....	Actg. Master Wm. Ferguson.....	Memphis, Tenn.
Sanson.....	Actg. Chief Eng. C. H. Christopher.....	Above Helena (blacksmith's shop).
Siren.....	Actg. Master Jas. Fitzpatrick.....	Between Columbus and Memphis.
Sibyl.....	Actg. Vol. Lieut. John W. Atkinson.....	Between Memphis and Columbus.
Tuscumbia.....	Lieut. Comdr. James W. Shirk.....	Mound City, repairing.
Tyler.....	Actg. Vol. Lieut. F. S. Hill.....	Mouth White River.
Tensas.....	Actg. Ensign E. C. Van Pelt.....	Mound City.
Tennessec.....		
Victory.....	Actg. Master Fred. Read.....	Gaines Landing.
Vindicator.....	Actg. Vol. Lieut. H. H. Gorrige.....	Skipwith's Landing.

Report of Acting Master Devoe, U. S. Navy, employed on special detective duty.

ON BOARD U. S. S. NEW NATIONAL,
December 1, 1864.

SIR: I have the honor to acknowledge the receipt of your favor of the 14th ultimo, and to report my arrival at Mound City, [Ill.], in obedience to orders.

Since my first communication to you I have written several letters, in which I gave you the source of information which I obtained, etc. I feel very much gratified to know that I anticipated your wishes to communicate the necessary information to the division commanders most immediately interested, viz, to Lieutenant-Commanders Wilson, Cornwell, and Foster. You may rest assured that I will communicate, under no circumstances, as matter of fact, anything that I am not satisfied is thoroughly reliable.

On the same day that I received your letter and orders dated 14th November, I also received one from Fleet Captain Pennock, dated November 6, in which he directed me "to carry out such instructions as were given you by Rear-Admiral Porter, and when he (Lieutenant-Commander Foster) finds that he can dispense with your services in his district, he will give you further instructions."

You are doubtless aware that before that order reached me Lieutenant-Commander Foster had left his command for the East, and his district was left in command of Lieutenant-Commander John J. Cornwell.

Having for the present done all that I could in carrying out the instructions given me by Admiral Porter in the lower portion of the Mississippi, immediately on the receipt of Captain Pennock's order, above referred to, I proceeded on the *New National* to report and explain to Lieutenant-Commander Cornwell (commanding Lieutenant-Commander Foster's district in his absence), who gave me orders to proceed on the *New National* to Cairo to report to you, and in

case of your absence, "to proceed to New York and such other points as may be necessary to carry out the instructions heretofore given you by Rear-Admiral Porter, etc.," I proceeded to Donaldsonville to make enquiries, and on my return to the *Choctaw* was informed that a rebel prisoner had been sent there to be exchanged by Lieutenant-Commander J. P. Foster for an assistant engineer, but that no letter from Captain Foster for that effect had been received. I advised Captain Cornwell to take no action till I could return to the *Lafayette* and make enquiries. Immediately on my arrival at the *Lafayette* I had an interview with her commanding officer, Acting Master J. R. Neeld, who informed me that the rebel prisoner's name was Tony Dougherty. This person I had before received information about; that he was the sergeant of a company of daring rebel scouts who had done great damage to the interests of our Government. I immediately wrote the following dispatch to Lieutenant-Commander Cornwell and sent it to him by a special tug:

SIR: Since arriving at this place, on reference to my notes and an interview with and information obtained from Acting Master J. R. Neeld, I perceive that you have a prisoner of war to be exchanged by order of Lieutenant-Commander J. P. Foster for an assistant engineer of the U. S. Navy, a certain rebel sergeant named Tony Dougherty.

This Dougherty is a sergeant of rebel scouts, some 20 in number, whose principal business it has been to assist and protect those rebels who placed those torpedoes to destroy vessels belonging to the United States Government, and also to protect rebel mail carriers in crossing the Mississippi River. From his superior intelligence and address I regard him to be a person of very dangerous character to the interests of our Government and as one who should not be exchanged except under the influence of some powerful motive. His intimate knowledge of the country, his extensive acquaintance and influence among the rebel soldiers and people, and his daring vigilance, enterprise, and valor, I respectfully submit to you, are subjects for grave consideration to be entertained by the proper authorities of the United States Government before he shall be exchanged. In view of all these facts, I have deemed it to be prudent to advise you, most respectfully, of this man Dougherty's real character and influence with the enemies of our Government that you might act understandingly in the case.

I shall report these facts to Admiral S. P. Lee immediately upon my arrival at Mound City, Ill., and would respectfully recommend that action in relation to the exchange of Dougherty should be deferred until final instructions shall have been received by you from Admiral S. P. Lee, commanding Mississippi Squadron.

Very respectfully, etc.

May I hope that my action in this case may meet with your approval?

In my interview with Lieutenant-Commander Cornwell (who has afforded me every facility in his power) I was furnished with some rebel letters taken from a prisoner. They are of no importance; but another letter, signed "John F. Collins" (who is, I understand, one of the principal officials in the custom-house at New Orleans) I regard as a very serious matter. It is as follows:

NEW ORLEANS, LA., November 1, 1864.

To all good and true Sir Knights of Malta, Knights Templar, and Knights of the Red Cross, as also to all Masons of the lower orders or degrees—greetings:

Shield, defend, protect, and assist the lady who holds this letter of commendation, Mrs. S. A. Copland. Remember our oft-repeated obligations and be governed accordingly toward this lady.

Fraternally,

JOHN F. COLLINS,
Knight of Malta, etc.

Having had the distinguished honor to have received all of the degrees of masonry mentioned in the above letter many years since, it may reasonably be supposed that I am familiar with all their benefits and privileges, and when I say that I know that no person has any right whatever to use masonry for any such purpose as he has attempted the object of the letter will readily suggest itself to your mind.

In all my investigations here I have found females of beauty and accomplishment to be employed by the rebels in almost every conceivable capacity against the interests of our Government. They manage, by some adroit means, to throw themselves in the way of our officers (always aiming at the commanding officers first), become their guests, and strive to secure their confidence, etc. They generally hesitate at no sacrifice to accomplish their designs. They are used by the rebels to procure information as to our movements or intended operations, the strength of our forces, the number and caliber of our guns, and also to procure supplies to be forwarded within the rebel lines. Another large class are smugglers. I regret to say that some of them are the reputed wives of some of the officers of the Navy out here.

The plan which they generally pursue is to become intimate with the commander of a United States gunboat and procure from him a pass to go and return from New Orleans or Natchez. Once there, they throw themselves in the way of Navy and Army officers and procure all the information possible. They then get permits for supplies from the Treasury agent and provost-marshal, giving all sorts of pretenses for the necessity of the quantity and quality of the supplies which they demand, and they generally manage to succeed by some means in their object. Thus far all is successful for them. But they perceive another obstacle in the landing of their goods at such points as they may desire. Their next point of attack is the commanding officer of the post or district. Being perfect actresses, plausible and adroit in pretenses, and overpoweringly persevering in their appeals, they generally succeed in deceiving those officers, secure the permission in writing to land supplies, etc., and go on their way rejoicing. A large portion of goods procured in this manner find their way immediately into the rebel lines. The principal points of operation are between Natchez and New Orleans, the latter place supplying the greater portion. Your own great experience and superior judgment will suggest the proper remedy for this evil.

While lying at Dead Man's Bend, on board the *General Bragg*, I discovered what was to me a new manner of making night signals, used by the rebel signal corps. Being well calculated to deceive even a most experienced eye, I regard them to be eminently dangerous. While standing upon the deck of the *Bragg* one clear evening, I observed a light suddenly shoot up into the sky from a mass of timber to a height of about 200 or 300 feet or thereabouts and then become stationary for a few moments. (This was opposite Jackson's Point.) The light then presented the appearance of a fixed star of first or second magnitude. To a casual observer it would have seemed to have been a bright star. Being attracted by its peculiar manner of ascent, I watched it closely with a powerful glass, and soon solved the apparent mystery. It was a small balloon, to which was sus-

pended a lantern, and was retained in its position by a cord extending to the earth. After being held stationary for a moment or two, it was danced up and down several times. Immediately a similar light shot up from the trees on the opposite side of the river, about 1 mile from Jackson's house, then another in the vicinity of Black Hawk Point, and then another on the opposite side of the river. Captain Dominy, commanding the *General Bragg*, immediately commenced shelling the woods where the second light appeared, when the whole of them were suddenly drawn down. I saw similar signal lights on several occasions afterwards, some of which were white, some pale yellow, and some pale red. I notified all the commanders in the vicinity of the fact, and they are now on the qui vive. From the feeble description I have been able to give you of these signal lights, you will readily perceive how rapidly information of the movements of our vessels and troops, etc., may be conveyed. They are particularly mischievous between the head of Glasscock Island and just below Bayou Sara. Between these points I have discovered a great many crossing places used by the rebels for transporting horses, cattle, tobacco, cloth, mails, arms, supplies, ammunition, etc. These I have pointed out to the several commanders of vessels stationed in their vicinity. Capture of valuable arms, merchandise, mails, etc., is prevented from being made by existence of a general order, which prevents officers commanding gunboats from landing, and the want of a properly equipped force.

I would respectfully bring to your notice the fact that the coal supply for the vessels in the lower district is very short. At Donaldsonville there was not more than sufficient to last till 5th December, and the same was the fact at Bayou Sara and Red River. At Vicksburg there was no navy coal, and at White River, on the 28th November, there was less than 6,000 bushels; the *Leavington* was then coaling (about 2,000 bushels required), and the *Tyler* would require as much more next week.

Since I have been absent on my present mission I have been enabled to obtain possession of the cipher used by the rebels in transmitting orders, intelligence, etc. During the whole of my investigations lately, which have necessarily been confined to districts between Donaldsonville and Natchez, I have received the utmost courtesy, attention, and cooperation from all commanders of vessels in our squadron, but I am under most particular obligations to Lieutenant-Commanders Foster, Cornwell, and Wilson, and to Acting Volunteer Lieutenant C. Dominy, commanding the *General Bragg*.

In concluding my report to you, admiral, allow me to say that I feel fully satisfied, for many reasons, my services in the Mississippi Squadron for two or three months to come will be futile. My real mission has been exposed by Special Order No. 1, not only to all the commanding officers in the squadron, but to the enemies and spies against our Government, as has been fully evident to me on my upward trip; and my labors, in consequence, which would be beneficial to the Government and the squadron, will have been negatived from no fault of my own. In making these declarations permit me most respectfully to say that I do not mean to convey to your mind any idea of blame for the mischief to me which your Special Order No. 1 has inflicted. I fully appreciate that in publishing it to the

fleet you intended to convey to me a gratifying compliment, which, permit me to assure you, I heartily appreciate; but at the same time you bestow honor upon me you for a time destroy the usefulness of my labors. All of these facts will readily force themselves upon your mind. Time and my absence from the fleet for a few weeks will cure the generous mistake.

Permit me, therefore, admiral, most respectfully to request of you to detach me from service here and order me to report for duty to Admiral Porter or wherever I may be able to render substantial service.

Very respectfully,

[J. B. DEVOE,
Acting Master, U. S. Navy.]

[Acting Rear-Admiral S. P. LEE, U. S. Navy.]

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding inspection of the squadron by the fleet surgeon.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, December 1, 1864.

SIR: I am happy to inform the Department that Fleet Surgeon Pinkney, who has recently returned from a tour of inspection through the fleet, reports that "the health of the officers and men stationed between Memphis and New Orleans is uncommonly good."

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Greer, U. S. Navy, regarding conversion and purchase of vessels for the Navy.

CINCINNATI, OHIO, *December 2, 1864.*

ADMIRAL: I have the honor to report that in obedience to your order of 23d ultimo I came to this place, and, on the 27th ultimo, sent Paymaster Jackson, with whom I am associated in the duty of making with a responsible party a contract for the conversion of certain steamboats into gunboats and also to purchase ten boats for the Government. After making enquiry with as much secrecy as practicable as to who would be likely to offer to take the contract, we, under a pledge of secrecy from the parties, made known the nature of said contract to Connelly & Maloy, Mr. William H. Lope, of the firm of J. G. Hendricks & Co., and to Mr. Joseph Brown. Mr. Lope made no proposal. Connelly & Maloy made as follows: "To alter stern-wheel boats, when new or nearly so, for each boat, \$23,000. For extra (stern) casemate on side-wheel boats, \$1,150." These gentlemen said they could not get the first boat out in less than five or six weeks, and also that the promptness with which the work on the other boats could be done depended on their getting a portion, at least, of their money promptly from the Government.

Mr. Joseph Brown proposed "to alter and repair the stern-wheel boats for \$24,550. For stern casemate on side-wheel boats, \$1,285." He also agreed to turn over to Government each boat completely fitted within one month from the time they were placed in his hands, and assured us that he has ample means to commence and go right on with the work. After weighing everything in our minds, we have concluded that his offer, although a little higher than Connelly & Maloy's, is the most advantageous and have therefore made the contract with him, with a few explanations and a single concession, viz, that which refers to old ranges, anchors, and chains. We have also modified the original draft of the contract so that the side casemates shall be 4 instead of 6 inches thick and have changed those and the boilers and engines to 6 instead of 4 inches, thus obtaining a better disposition of weight. We have inserted a clause by which, should a boat be found strong enough to bear safely a side casemate of 6 instead of 4 inches, the contractor will place it on with an additional charge of \$300, which is the difference between the cost of the two sizes. The 4-inch casemate has this advantage, that dry wood of that size can be obtained, whereas the 6-inch would be green and hence more weighty.

I send you two copies of the contract. Mr. Brown has one. I trust, sir, that our action in this matter will meet with your approval. I hope to be able, through Mr. Jackson, to obtain to-morrow a side-wheel boat, the *Fanny*, at a reasonable rate. I will keep you advised of every purchase and of my movements.

Very respectfully, your obedient servant,

JAMES A. GREER,
Lieutenant-Commander.

Acting Rear-Admiral S. P. LEE,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Greer, U. S. Navy, requesting instructions regarding the purchase of side-wheel boats.

CINCINNATI, OHIO, December 3, 1864.

ADMIRAL: I have the honor to inform you that from present indications I think we will not be able to obtain as many side-wheel steamers as you desire. At this time there is but one here that will answer our purpose; the others are larger and much more expensive. There are quite a number of stern-wheel boats here and I am examining them. I shall keep a good lookout for boats as they arrive. I propose to go to Pittsburg on Tuesday next, unless detained by business. Will you please telegraph me at this place the minimum number of side-wheel boats that you wish purchased? I will then be fully posted as to my course.

Very respectfully, your obedient servant,

JAMES A. GREER,
Lieutenant-Commander.

Acting Rear-Admiral LEE,
Commanding Mississippi Squadron.

P. S.—I am happy to inform you that we have purchased the side-wheel steamer *Fanny*, in good order, for \$33,500, which is \$1,000

below the estimated value of said boat as made by Mr. Kendall and Mr. Bickerstaff. Mr. Brown will commence her alterations on Monday. I will advise you in detail of the transaction on Monday.

JAMES A. GREER.

Instructions from Lieutenant-Commander Greer, U. S. Navy, to Acting Ensign Litherbury, U. S. Navy, regarding the stripping of vessels purchased for conversion into gunboats.

CINCINNATI, OHIO, December 2, 1864.

SIR: I am about to purchase some steamboats to be converted into gunboats. I wish you to be ready at any moment when called upon, either by Paymaster Jackson or myself, to send a trusty and reliable officer, with 4 good men, to take charge of each boat, to watch and see that nothing whatever, even of the most trifling kind, is removed from her after he takes charge without direct orders from Mr. Jackson or myself. When a boat comes alongside the *Grampus*, you will have every article of furniture, crockery, tableware, tablecloths, napkins, towels, bedding of all kinds, sheets and pillowcases, carpets, engineers' tools, stores, and fittings removed to the *Grampus*, taking a careful inventory of each and every article, furnishing me with duplicate copies of the same. The small articles you will box up, and the larger ones store as compactly as possible, having each lot distinctly marked with the name of the boat from which taken, each boat's stuff to be kept separate from any other, and all to be kept under lock and key, and in charge of a sentinel. You need not remove from the boats the anchors, chains, or ranges. Take good care of any yawls that may come. In stripping the boats, do it systematically, in order that no confusion, as mixture of different classes of articles, may occur; also be careful that no damage is done in the transfer. I trust, from your usual attention to orders, that this duty will be faithfully performed. I will relieve your vessel of these stores as soon as practicable. Do not allow any but the working party to go on board the vessels, and you must use your whole force of officers to attend to this duty.

Give me or Mr. Jackson two or three hours' notice before the stripping of a boat is completed. Do not mention to anyone the nature of my business in Cincinnati.

Respectfully, yours,

JAMES A. GREER,
Lieutenant-Commander.

Acting Ensign C. [W.] LITHEBURY,
Commanding U. S. S. Grampus, Cincinnati, Ohio.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the system of supplies in the Mississippi Squadron.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, December 4, 1864.

SIR: This is the system of supplies in this squadron:

Commanding officers approve requisitions for supplies, which are scrutinized and approved by the divisional officers, and again scru-

tinized and approved by the commandant of the supply station here. These required supplies are shipped from this depot semimonthly on supply steamers, by which they are delivered to the vessels on the river. Great inconvenience would ensue if requisitions for supplies were to follow me for approval. I recommend the continuation of the present system as one sufficiently guarded and of necessary convenience to the public service.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of Navy, Washington, D. C.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting information of the capture of arms and ammunition which had been crossed over the Mississippi at mouth of Obion River.

No. 42.] MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, December 4, 1864.

SIR: Lieutenant-Commander J. G. Mitchell reported under date of 28th ultimo that 55 boxes of arms, etc., had been taken across the Mississippi on the night of the 25th ultimo from the mouth of the Obion or Forked Deer River for the use of the enemy, but that he had arrested the principals in the affair and would communicate further particulars.

On the 29th ultimo he reported that Brigadier-General Shaler, commanding at Columbus, had informed him on the 26th ultimo of the intended crossing of these arms, 13 wagonloads, which the enemy designed transporting from Dyersburg, in Gibson County [Lauderdale or Dyer County], Tenn., on flatboats down the Obion River, and that 16 more wagonloads were on the way, which would be brought up if the first attempt was successful.

Lieutenant-Commander Mitchell immediately requested General Washburn to dispatch a party of cavalry to cooperate with him.

I enclose a telegram from Lieutenant-Commander Mitchell, dated 2d instant, reporting capture and destruction of the arms (except 50 revolvers) which the enemy succeeded in crossing, as reported above, by the cavalry force. With the arrangements made with General Washburn and the additional precautions taken in guarding the river at the point designated, he expects to be able to prevent the crossing of the additional 16 wagonloads.

I have the honor to be, sir, very respectfully,

S. P. LEE,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

P. S.—I require an active patrol of the river, not to be defeated by known previous arrangements, to cover landings of steamboats by gunboats, which would give facilities for crossing at other points.

S. P. LEE,
Acting Rear-Admiral.

[Enclosure—Telegram.]

U. S. S. SIBYL,
Off New Madrid, December 2, 1864.

With the exception of 50 revolvers, all the arms (850 stands) the ammunition, and medicine that crossed the Mississippi at mouth of Obion River on Friday night last have been captured by a cavalry force under the command of Colonel [P. J.] Yorke, sent by General Washburn, at my request, to cooperate with me. Unfortunately, the arms were destroyed, the roads being so bad they could not be brought in.

J. G. MITCHELL,
Lieutenant-Commander, Commanding Eighth District.
 Rear-Admiral LEE, *Mound City.*

Order of Acting Rear-Admiral Lee, U. S. Navy, to commandant at Mound City, to forward ammunition to Smithland, Ky.

PADUCAH, KY., *December 5, 1864.*

COMMODORE: Will you please have forwarded with dispatch to Smithland 100 or more rounds of ammunition, each, for the *Cincinnati*, *Neosho*, and *Carondelet*, ironclads, and the gunboats *Brilliant*, *Moose*, *Victory*, *Fairplay*, *Springfield*, *Silver Lake*, and *Reindeer*? The ordnance officer has the number and caliber of the guns.

Very respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Commanding Mississippi Squadron.
 Commodore J. W. LIVINGSTON,
Commandant Naval Station, Mound City.

Report of Lieutenant-Commander Greer, U. S. Navy, regarding the purchase of steamer Colossus.

CINCINNATI, OHIO, *December 6, 1864.*

ADMIRAL: I have the honor to inform you that Paymaster Jackson to-day purchased the stern-wheel steamer *Colossus* for \$32,900, which is, I think, a very good transaction. The contractor will commence on her alterations to-morrow.

Very respectfully, your obedient servant,

JAMES A. GREER,
Lieutenant-Commander.
 Acting Rear-Admiral S. P. LEE,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Greer, U. S. Navy, regarding the purchase of steamers Florence Miller and Allen Collier.

CINCINNATI, OHIO, *December 7, 1864.*

ADMIRAL: I have the honor to inform you that Mr. Jackson this day purchased the stern-wheel steamers *Florence Miller* and the

Allen Collier for \$75,000, which is \$4,000 less than was first asked. These boats, I am sure, will please you. I will turn them over to the contractor just as soon as I can get them stripped.

Very respectfully, your obedient servant,

JAMES A. GREER,
Lieutenant-Commander.

Acting Rear-Admiral S. P. LEE,
Commanding Mississippi Squadron.

Letter of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander McCauley, U. S. Navy, concerning the purchase of vessels and the disposition of contraband goods.

MISSISSIPPI SQUADRON, FLAGSHIP CINCINNATI,
Clarksville, Tenn., December 9, 1864.

SIR: Yours of the 22d ultimo is received, stating that in view of your small effective force you considered it best not to send the *Avenger* to tow the *Indianola*. Under the circumstances I approve your decision. I regret your want of active force. I am now purchasing additional vessels, and will supply your wants as soon as possible. I have also received your report of the capture of contraband goods; you do not state the disposition made of them. They should have been turned over to the nearest Treasury agent, and, unless this has already been done, you will so dispose of them.

Respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander E. Y. McCauley,
Commanding Fifth District Mississippi Squadron.

Report of Lieutenant-Commander Greer, U. S. Navy, regarding matters connected with the business of purchasing ten vessels for the Navy, and referring to steamer Ohio Valley.

CINCINNATI, OHIO, *December 9, 1864.*

ADMIRAL: I have the honor to inform you that I am still in Cincinnati, but propose to leave on Monday, the 12th instant, for Pittsburg. As yet but four boats have been purchased, and they are now in the hands of the contractor. I find that boats are at a high price. In fact, the cost of those purchased a year ago can not now be relied upon as a guide to their value, as the cost of everything has changed so much since then. I feel that in not being over hasty in the business upon which you have sent me I can better carry out your views and have opportunities for obtaining boats that in all respects will give you satisfaction. I find that there has been one oversight in the contract, and it is the stipulation to have the guards (on main and boiler decks) of side-wheel boats cut off, or rather reduced, which is essential. How this occurred I do not know, unless from the fact that it is almost impossible to draw up a contract that will cover every alteration that boats now running may require, for there are so many

variations in the different classes. In the *Fanny* this alteration will be necessary, and I have told the contractor to make it. He says it will not be at a cost of over \$500. I will make an additional stipulation on the subject and forward it to you. In the contract it is stated that the steam shall escape into the chimney. In the *Fanny* there is such an escapement, but there is none into the wheels. If you deem such necessary, it can be put in here at a reasonable cost, or at Mound City, at any time. It is considered advantageous to have it, on account of ice, which, in cold weather, accumulates on the wheels. I will also respectfully call your attention to the procuring of coal to convoy the boats to Mound City from this place. Will you please give directions from whom it shall be obtained? I am told it will require 1,000 or 1,200 bushels for each boat. Since I commenced this letter Mr. Jackson has purchased the stern-wheel boat *Ohio Valley* for \$42,000, to be delivered to the naval authorities at Mound City, Ill. This is the finest purchase yet made by us, and I hope will please you. There is a prospect of our getting another stern-wheeler for \$55,000. I wrote to you on 2d instant about the difficulty of obtaining side-wheel boats. Will you please telegraph me at Monongahela House, Pittsburg, the minimum number of such (side-wheel) boats that you require. The *Ohio Valley* will leave here to-morrow with the things belonging to the four purchased boats that are now being altered.

Very respectfully, your obedient servant,

JAMES A. GREER,
Lieutenant-Commander.

Acting Rear-Admiral S. P. LEE,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Greer, U. S. Navy, regarding the forwarding of the steamer Ohio Valley to Mound City, Ill.

CINCINNATI, OHIO, December 10, 1864.

ADMIRAL: I have the honor, in accordance with your instructions, to send to you at Mound City the fast light-draft steamer *Ohio Valley*, which has been purchased by Paymaster Jackson. I also send the furniture and fittings, with a few exceptions (which are marked on the inventories), of the *Fanny*, *Colossus*, *Allen Collier*, and *Florence Müller*, these boats now being in the hands of the contractor. The articles retained will be needed when the boats make the trip to Mound City. I have deemed it prudent to send Acting Ensign Howdon, of the *Grampus*, in charge of these things, and to see that the *Ohio Valley* and fittings are properly cared for and safely delivered.

Very respectfully, your obedient servant,

JAMES A. GREER,
Lieutenant-Commander.

Acting Rear-Admiral S. P. LEE,
Commanding Mississippi Squadron.

Report of Acting Rear-Admiral Lee, U. S. Navy, requesting the return of four light-draft monitors from the West Gulf Squadron.

MISSISSIPPI SQUADRON, FLAGSHIP CINCINNATI,
Clarksville, Tenn., December 10, 1864.

SIR: The four light-draft monitors belonging to this squadron and now at Mobile are greatly needed for service in these rivers, and may be more urgently required during the winter. As active operations seem to be suspended at Mobile, I trust the Department will give orders for their immediate return to this squadron, and apprise me of its determination.

I have the honor to be, sir, very respectfully, yours,
S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

General order of Acting Rear-Admiral Lee, U. S. Navy, regarding trade, captured and abandoned property, etc.

GENERAL ORDER, } MISSISSIPPI SQUADRON, FLAGSHIP CINCINNATI,
No. 21. } Clarksville, Tenn., December 13, 1864. ✓

I. "Rules and Regulations concerning commercial intercourse with and in States and parts of States declared in insurrection, the collection, receipt, and disposition of captured, abandoned, and confiscable property, and the employment and general welfare of freedmen, prescribed by the Secretary of the Treasury, with the approval of the President, in pursuance of the several acts of Congress in relation to those subjects and appended hereto," of July 29, 1864, received by me to-day, are herewith transmitted to all commanding officers for their information and guidance.

II. All squadron orders conflicting or inconsistent with the above-mentioned instructions are hereby revoked.

S. P. LEE,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding capsizing of small boat with two men while crossing Mississippi River, December 14, 1864.

MISSISSIPPI SQUADRON, FLAGSHIP FAIRY,
Tennessee River, January 9, 1865.

SIR: Commander Bryson, commanding Seventh District, encloses a report dated 14th December, from Acting Master Cronin, commanding the *Cricket*, stating that he left New Orleans on the 13th December, where the *Cricket* had been sent to convey General Canby after he was wounded in White River, and when about 60 miles above the city saw 2 men in a loaded, two-oared boat crossing the river. His signals to the boat to stop being disregarded, he ordered the

sentries to fire on her, when the men leaped overboard and capsized her. One of them, severely, perhaps fatally, wounded by the fire from the *Cricket*, was picked up by her boat; the other could not be found. The contents of the boat, the nature of which were not ascertained, were lost. Acting Master Cronin states that the man saved appeared to be a desperate character, was very apprehensive that he would be hung, and would communicate nothing. Commander Bryson directed that he should be turned over to the military authorities as soon as he could be safely moved.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Cornwell, U. S. Navy, regarding joint expedition in Old River for destruction of property in retaliation for the death of Acting Master Thatcher, U. S. Navy.

U. S. S. CHOCTAW,

Bayou Sara, La., December 17, 1864.

SIR: On Friday, the 16th instant, I went into Old River on board the U. S. S. *Nymph*, accompanied by the *Kenwood*, *Naiad*, and *Gazelle*, also two army transports, containing about a thousand troops. A thousand had been landed at Hog Point before entering Old River, which were to meet us at or near Williamsport. At 1 p. m. the troops were landed at the head of navigation, where there were some plantations. I also landed a company of sailors from each vessel, with orders to destroy all supplies that could be made useful by the enemy. A large quantity of corn, sugar, and molasses was burned, together with the houses containing it.

The army took all the live stock they could find. I did this in retaliation for the murder of Acting Master Thatcher, of the U. S. S. *Gazelle*, and to assist the army in obtaining supplies. The corn, etc., would have been brought out, but there were no means of transporting it to the boats.

Very respectfully,

J. J. CORNWELL,

Lieut. Comdr., Comdg. 2d and 3d Dists., Miss. Squadron.

Acting Rear-Admiral S. P. LEE,

Commanding Mississippi Squadron.

Report of Lieutenant-Commander Greer, U. S. Navy, regarding the purchase of vessels for the squadron and referring to the steamer Abeona.

CINCINNATI, OHIO, December 21, 1864.

ADMIRAL: I have the honor to report that since my last letter of the 10th instant was written I have visited Pittsburg, Louisville, and New Albany and have found no side-wheel boats, such as my instructions call for, suitable for gunboats. This place is, in fact, the great center and the market. To-day we purchased the stern-wheel boat

Abeona for \$37,000, which makes six in all (one side-wheel and five stern-wheel boats). To-morrow I am quite sure we will be able to get two more stern-wheel boats at reasonable rates. The *Fanny*, which was delivered to Mr. Brown on the 5th instant, will (he tells me) be ready for turning over to the Government on or about the 30th instant, and the other boats will follow at the rate of one a week. I respectfully suggest that Acting Naval Constructor Kendall and Acting Fleet Engineer Bickerstaff be directed to remain here to have an eye to the work and to pass upon it when finished. I think the details will be much more satisfactorily completed should this arrangement or a similar one be adopted. I shall, in accordance with your instructions, appoint two assistant engineers for each boat, subject to your approval. A pilot will be needed to go down on the boats. Mr. McCammett, who was, and perhaps now is, on the *Great Western* is a good Ohio River pilot and has been engaged on this duty before. Acting Ensign Litherbury, commanding *Grampus*, has taken a number of boats to Cairo, and I suggest that he be detailed to do the same with the boats now here, making up a small crew, including firemen, from the enlisted men on board the receiving ship *Grampus*. Mr. Litherbury has an advantage in being a daylight pilot. I will also call your attention to the necessity of having some arrangements made to furnish the eight boats with coal to carry them to Mound City. I wrote about this on the 9th instant, but fearing that my letter may have miscarried I mention it again. I hope that my suggesting these things, admiral, will not meet with your disapprobation, for I have done so with a desire not to be forward, but to further the interests of the service. I hope to be able to leave this on the 26th or 27th instant for Mound City.

Very respectfully, your obedient servant,

JAMES A. GREER,
Lieutenant-Commander.

Acting Rear-Admiral S. P. LEE,
Commanding Mississippi Squadron.

Report of Acting Rear-Admiral Lee, U. S. Navy, requesting postponement of the detachment of Lieutenant-Commander Greer, U. S. Navy, till special duty in purchase of vessels is completed.

MISSISSIPPI SQUADRON, FLAGSHIP FAIRY,
Tennessee River, December 21, 1864.

SIR: Lieutenant-Commander Greer, whose detachment from this squadron the Department has ordered, is engaged on special duty purchasing steamers and arranging for their conversion into gun-boats.

I propose, if not objected to by the Department, to retain his detachment until this service shall be performed and a full report made of the transaction.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Greer, U. S. Navy, regarding the purchase of steamer Mist, and forwarding the same to Mound City, Ill.

CINCINNATI, OHIO, December 23, 1864.

ADMIRAL: I send the steamer *Mist* to Mound City, in accordance with your wishes. The furniture belonging to the *Abeona*, *Willie Gamage*, and *Kate Foster* I have stowed on board the *Grampus* and will have it sent down in the *Fanny*, which boat will be ready about December 30. I have thought it prudent to send Acting Ensign Howdon, of the *Grampus*, in the *Mist*, to see that she and her fittings are safely delivered. Enclosed I send an inventory of the things of the *Mist*.

Very respectfully, your obedient servant,

JAMES A. GREER,
Lieutenant-Commander.

Acting Rear-Admiral S. P. LEE,
Commanding Mississippi Squadron.

Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, to insure protection for loyal owners of plantations on the Western rivers.

NAVY DEPARTMENT, December 24, 1864.

SIR: The Secretary of the Treasury requests that the naval force on the Mississippi and its tributaries should render protection to the loyal owners of plantations which are leased and worked by loyal owners along the rivers.

General orders have already from time to time been issued to the squadrons to give protection to the persons and property of loyal citizens, and you are specially directed to give such additional orders to those of your command as may be necessary to carry into effect the purpose herein indicated, so far as it can be done without prejudice to the service. It is not expected or intended that these instructions shall interfere with naval operations and movements, but you will, so far as may be consistent with your naval duties, make your force effective in guarding the persons and property of loyal citizens, and especially those engaged on the leased plantations and in the planting business.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral S. P. LEE,
Commanding Mississippi Squadron, Cairo, Ill.

Report of Acting Volunteer Lieutenant Patterson, U. S. Navy, of arrival for duty in the Mississippi Squadron, and command of U. S. S. Mound City.

U. S. S. BENTON,
Off Natchez, Miss., December 25, 1864.

SIR: I have the honor to report that in obedience to orders I reported to Acting Rear-Admiral S. P. Lee, commanding Mississippi

Squadron, on the 14th instant, and to-day reported to the divisional commander of the Fifth District for the command of the U. S. S. *Mound City*.

Very respectfully, etc.,

G. W. D. PATTERSON,
Acting Volunteer Lieutenant, U. S. Navy.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Telegram.]

FLAGSHIP FAIRY,
Chickasaw, Ala., December 28, 1864.
(Received December 29—12:35 p. m.)

I have the honor to advise the Department that military operations make an immediate and considerable increase of ironclad force necessary in this squadron.

S. P. LEE,
Acting Rear-Admiral, Commanding.

HON. GIDEON WELLES,
Secretary Navy.

Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, stating that Rear-Admiral Farragut requires the four monitors sent from the Mississippi Squadron for protection of Mobile Bay.

NAVY DEPARTMENT, *December 28, 1864.*

SIR: The Department received your dispatch asking that the four ironclads sent to the West Gulf Blockading Squadron might be ordered back to the Mississippi Squadron, and requested Vice-Admiral Farragut's opinion as to the propriety of withdrawing them from their present duty.

He states that the rebels still have left a force of ironclads at Mobile, which, except for the monitors received from the Mississippi Squadron, might easily regain possession of the bay, and he therefore thinks it imprudent to remove or withdraw any of the present ironclad force of the West Gulf Squadron.

The Mississippi Squadron will, in some measure, be compensated for the loss of these four monitors by receiving the *Manhattan* and *Tennessee*, which Vice-Admiral Farragut sent up just before giving up his command.

Very respectfully,

GIDEON WELLES,
Secretary of Navy.

Acting Rear-Admiral S. P. LEE,
Commanding Mississippi Squadron, Cairo, Ill.

General order of Acting Rear Admiral Lee, U. S. Navy, regarding intercourse with seceded States.

GENERAL ORDER, } MISSISSIPPI SQUADRON, FLAGSHIP FAIRY,
No. 23. } *Tennessee River, December 29, 1864.*

I. The attention of divisional, commanding, and other officers of this squadron is called to General Order, No. 80,* including the executive order of September 24, 1864, issued by Major-General Canby, and considerately furnished by him to the naval vessels on the Mississippi, and they are instructed to cooperate cordially, as far as properly concerns the Navy, with the military and Treasury authorities in carrying out its provisions, that the policy of the Government and the harmony and efficiency of the public service may be promoted.

II. To prevent embarrassment to military operations by the facility with which spies, traitors, boat burners, and others may pass and repass the lines and communicate information to the enemy with regard to military operations, divisional, commanding, and other Navy officers concerned in the execution of this squadron order, are, at the instance of the major-general commanding, instructed as follows:

1. As the purchasing agent of the Treasury Department can know nothing of pending or prospective military operations in the district in which his permit is to take effect, persons holding these permits will not be permitted to land from gunboats unless they have the corresponding permit and safe conduct of the proper military authority, as described in paragraphs 1 and 7 of Major-General Canby's General Order, No. 80.

2. No boat can be allowed to enter Red River unless the permit has the approval of Major-General Canby and myself.

3. Divisional officers and the commanders of gunboats are instructed to suspend the effect of the safe conduct and permit under the circumstances prescribed in paragraph 5 of Major-General Canby's General Order, No. 80; (but in each case a full report of all the circumstances will be promptly made to me, and a copy of it sent at once to General Canby by the divisional officer).

4. Divisional officers and the commanders of gunboats are instructed to limit passes given by them to parties to come within the lines to the cases prescribed in paragraph 6 of Major-General Canby's General Order, No. 80. (Such deserters and refugees as are therein referred to, will be immediately turned over to the nearest military commander, with a clear and sufficient written statement of each case, and a semimonthly report of the same will be made to me.)

III. The command of Major-General E. R. S. Canby, which is designated as the Military Division of West Mississippi, comprises four departments, viz: The Department of the Gulf, the Department of Arkansas, the Department of Missouri, and the Department of Mississippi.

1. The Department of the Gulf, Major-General N. P. Banks, commanding, consists of all points held, or that may be held, by the United States forces on the Gulf of Mexico, from Key West, Fla., to the Mexican lines, and all the United States forces serving in the States

* See A. W. R. Vol. 41, Pt. 4, p. 787.

of Louisiana and Texas, south of Red River, and all troops on both sides of the Mississippi River, south of the mouth of Red River.

2. The Department of Arkansas, Major-General J. J. Reynolds, commanding, consists of the State of Arkansas.

3. The Department of Missouri, Major-General Dodge, commanding, consists of the State of Missouri.

4. The Department of Mississippi, Major-General N. J. T. Dana, commanding, consists of all points held by the United States forces on the east bank of the Mississippi River, north of the mouth of Red River, which includes the posts of Natchez, Miss.; Vicksburg, Miss.; Memphis, Tenn.; Columbus, Ky.; and Cairo, Ill.

IV. Commanders of supply vessels, transports, and towboats, belonging to, or in the service of, the Navy, are allowed to receive on board persons belonging to the Navy and moving under naval authority, but no other persons whatever, without written authority in each case from myself or from Commodore J. W. Livingston, commanding naval station, Mound City, or from a divisional officer. Commanders of the vessels referred to in this paragraph, will make a written report to me of all their passengers for each trip, giving the names, rank of Navy (and Army) officers, a classified statement of rated persons in the Navy, and the names and residences of citizens, stating when and where they were received and landed, and by what authority; but no person not belonging to the Navy will be landed from these vessels on any gunboat except by orders from Commodore Livingston, the divisional commander, or myself, and no other person shall be landed anywhere below Cairo, except on the Mississippi, and then only after the previous written approval of this naval permit by the Army officer commanding the department or district in which the landing is to be made.

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Letter from the clerk of the district court at Springfield, Ill., to Fleet Captain Pennock, U. S. Navy, giving amount of cotton captured in the expeditions into Red, Black, and Ouachita rivers, libeled in that court.

OFFICE OF CLERK DISTRICT COURT UNITED STATES,
SOUTHERN DISTRICT OF ILLINOIS,
Springfield, December 29, 1864.

SIR: The following lots of cotton captured by the Red, Ouachita, and Black River expeditions have been libeled in this court, viz:

- 2, 129 bales cotton, reported by Admiral Porter from Alexandria.
- 103 bales cotton, taken by the Red River expedition.
- 63 bales cotton, taken by the Red River expedition.
- 484 bales cotton, taken by the Ouachita River expedition.
- 788 bales 52 sacks cotton, taken by the Red and Ouachita rivers expedition.
- 409 bales 139 sacks cotton, taken by the Ouachita River expedition.
- 1, 000 bales cotton, taken by the Ouachita River expedition.
- 5 bales cotton, picked up in Red River by U. S. S. *Juliet*.
- 24 bales cotton, captured by Red River expedition.

I enclose herewith copies of various letters received from yourself and Admiral Porter in relation to the above lots of cotton. As the

court is unable to determine with certainty from these letters whether the same vessels are entitled to share in all these captured, and as claims have been presented to the court by other vessels not included in these lists to share in the prizes, you are requested to furnish without delay separate lists of all the vessels entitled to share in each of the different lots above mentioned.

Very respectfully, your obedient servant,

GEO. P. BOWEN, *Clerk.*

Captain A. M. PENNOCK,

Fleet Captain and Commandant of Station, Mound City, Ill.

Instructions from Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Greer, U. S. Navy, regarding completion of work on the purchased steamers.

MISSISSIPPI SQUADRON, FLAGSHIP FAIRY,
Eastport, Miss., December 29, 1864.

SIR: Yours of 9th, 10th, and 21st instant are received.

I approve your suggestions in the latter communication, and you are accordingly authorized to direct Acting Naval Constructor Kendall and Acting Fleet Engineer Bickerstaff to remain at Cincinnati until the completion of the work on the purchased steamers, to superintend it and pass upon it when finished; also to direct Acting Ensign Litherbury, of the *Grampus*, assisted by Pilot McCammett, to take the vessels to Mound City as fast as completed, making up a small working crew, including firemen from the *Grampus*.

The coal for these vessels must be purchased at Cincinnati when wanted.

I desire to have three or four side-wheel steamers at least, and wish no more stern-wheelers purchased.

Respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander JAMES A. GREER, U. S. Navy,

Cincinnati, Ohio.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Ensign Litherbury, regarding the furniture and fittings of certain purchased vessels.

CINCINNATI, OHIO, *December 30, 1864.*

SIR: You will keep the furniture and fittings of the *Abeona*, *Willie Gamage*, *Kate Foster*, and *Tempest* on board the *Grampus*, and when the *Fanny* is ready send them to Mound City in her, in charge of an officer, to be delivered to the commanding naval officer there. I presume Admiral Lee will give instructions about the detailing of men and officers to take the new gunboats down.

Very respectfully, your obedient servant,

JAMES A. GREER,

Lieutenant-Commander.

Acting Ensign C. W. LITHEBURY,

Commanding U. S. S. Grampus, Cincinnati, Ohio.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting reports regarding the loss of U. S. S. Rattler in a gale, December 30, 1864.

MISSISSIPPI SQUADRON, FLAGSHIP FAIRY,
Eastport, Miss., January 18, 1865.

SIR: The U. S. S. *Rattler*, attached to the Fifth District of this squadron, was lost on the night of the 30th ultimo near Grand Gulf, [Miss.]. She parted her cables during a heavy gale, and was driven ashore, where she bilged and was abandoned. Her officers and crew, with most of the public property aboard, were saved. Before another vessel could arrive to guard this portion of the river, the *Rattler* was fired by the rebels and her upper works consumed. I enclose reports from Lieutenant-Commander McCauley and Acting Volunteer Lieutenant Gould, commanding *Forest Rose* (1 and 2), dated, respectively, 1st and 2d January, giving particulars, and from Acting Master Willets, commanding, dated January 2 (3). I had ordered a court of enquiry to investigate the circumstances connected with the desertion of Acting Master Glenney, late commanding the *Rattler*, agreeably to the Department's directions, but the vessel was lost before it could be convened. A new court will be ordered and held at Mound City as soon as officers are available. A court of enquiry will be held on the loss of the *Rattler*.

I have the honor to be, sir, very respectfully, YOURS,
S. P. LEE,
Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

U. S. S. BENTON,
Off Natchez, Miss., January 1, 1865.

ADMIRAL: On the night preceding the 31st ultimo we were visited by a heavy gale, blowing in a cyclone. The *Rattler*, anchored off Grand Gulf, parted her chains, was blown on the left bank, struck a snag, bilged, and sank. As the supply steamer *Magnet* was at hand, having been blown ashore at the same time, she relieved the wreck of guns, small arms, small-arms ammunition, officers, men, and their clothing, bringing away all articles movable. The *Forest Rose* was warned of the accident and steamed up to Grand Gulf yesterday afternoon, but I learn that she must have arrived too late, as a boat that came down this a. m. informed me the rebels had set her upper works on fire. The 24-pounder howitzers and equipments were all saved and brought down here; two 30-pounder Parrotts were left on board spiked.

I have sent Acting Chief Engineer J. V. Starr, of this vessel, up to inspect the wreck and save as much of the machinery as possible. I think it will all be gotten out as soon as the river falls sufficiently.

Acting Master Commanding N. B. Willets reports that at the time the *Rattler* parted her chains he was on deck attending to the "nursing" of her tackle and working ahead with full head of steam.

He seems to be somewhat injured by a fall he received whilst so employed, perhaps a rib broken.

I intend sending the officers and crew to Mound City by the dispatch boat of the 1st. One of the *Rattler's* crew deserted, and maybe gave the information which resulted in her burning.

I have placed the small arms, etc., on board the *J. Torrence*. The howitzers I have temporarily placed on the *Avenger*, to fill up her battery until your pleasure is known.

Acting Master Willets has not yet been able to make an official report in writing.

I am, very respectfully, your most obedient servant,

E. Y. McCAULEY,

Lieut. Comdr., Comdg. 4th and 5th Dists. Miss. Squadron.

Rear-Admiral S. P. LEE, U. S. Navy,

Commanding Mississippi Squadron.

U. S. S. FOREST ROSE,

Near Waterproof, La., January 2, 1865.

SIR: I respectfully report to you that on the 31st ultimo the commanding officer of the U. S. S. *Rattler*, then on board of steamer *Magnet*, informed me that on the night previous the *Rattler* drifted into the bank near Grand Gulf, Miss., and bilged, and that he had abandoned her. I immediately steamed up river with this vessel for the purpose of saving what property I could. When about 5 miles from the *Rattler* I discovered her to be on fire. I soon afterwards opened fire on the river bank, expending four 30-pounder 15-sec. shells to prevent the enemy from carrying off any property they might have got from the wreck. In thirty minutes from the first discovery of the fire she had burned to the water's edge. I learn from persons living in the neighborhood that the enemy's scouts set the *Rattler* on fire as soon as this vessel hove in sight. After the heat had discharged the guns left on board, one of which was trained down river, I steamed in near the wreck and saved what property I could, a list of which I enclose. Her engines and boilers remain with the wreck, nearly covered with water, and the river rising rapidly.

Very respectfully, your obedient servant,

A. N. GOULD,

Acting Volunteer Lieutenant, Commanding.

Lieutenant-Commander E. Y. McCAULEY, U. S. Navy,

Commanding Fourth and Fifth Districts Miss. Squadron.

U. S. S. BENTON,

Off Natchez, Miss., January 2, 1865.

SIR: I have the honor to submit the following report of the loss of the U. S. S. *Rattler* while at anchor off the bar opposite Grand Gulf, Miss., on the evening of December 30. A heavy storm of wind and rain arose about 9 o'clock from the southward and eastward. In a few minutes the wind shifted suddenly to the northward and blew very strong, so that we commenced dragging one anchor, although we were working ahead on the engines with all the steam we had. We dragged down afloat of the supply steamer *Magnet*, which was

lying a short distance astern of us, she having cast off when the storm first struck us. Our starboard quarter striking her on the port bow, we swung around to starboard, head across the stream and broadside to the wind. At this time the *Magnet* parted her chains and went ashore on the Mississippi side. The wind was now blowing very hard, and it was so dark that an object could not be distinguished at 10 feet. Before we could get the vessel's head to the wind we parted our chain, and swinging around stern to the wind, went ashore (on the Mississippi side), striking a snag, which stove in the port side amidships. In about five minutes she filled with water and sunk, so that the starboard side was under about $2\frac{1}{2}$ feet, with the exception of some 15 feet forward. The steamer *Magnet* lay within a short distance of us. We commenced saving everything we could get at, transferring them to the *Magnet*. I succeeded in saving all the howitzers, but had to leave two 30-pounder Parrotts, which I had spiked. I then took all the officers and men on board the *Magnet* and proceeded down the river to report to you for further orders. On my way down communicated with the U. S. S. *Forest Rose*, informing her commanding officer of the condition of the *Rattler*. The *Forest Rose* proceeded immediately up the river to save whatever they could that had been left. We arrived at Natchez at about 3.30 p. m. The *Magnet* and her officers rendered me every possible assistance. Please find enclosed a list of stores and equipments saved.

I am, sir, very respectfully, your obedient servant,

N. B. WILLETS,

Acting Master, Late Commander U. S. S. Rattler.

Lieutenant-Commander E. Y. McCauley,

Commanding Fourth and Fifth Districts Miss. Squadron.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Brigadier-General Meredith, U. S. Army, requesting that means be employed to prevent raids on Hickman, Ky.

MISSISSIPPI SQUADRON, FLAGSHIP FAIRY,
Tennessee River, December 31, 1864.

GENERAL: Lieutenant-Commander J. G. Mitchell, commanding Eighth District Mississippi Squadron, reports to me, under date of 17th instant, that on that day he met the steamer *Poland* below Hickman, which reported having been fired on at that place. He landed there and learned that 12 men were pillaging the town, and that they had some citizens "corralled" in a vacant lot. He landed 30 men, and the guerrillas left on their approach. Soon after 4 cavalrymen rode to the top of the hill, were fired on by his picket, and retreated by the Dresden road. A previous report from Lieutenant-Commander Mitchell states that citizens have informed him that a band of bushwhackers are encamped in the swamp below Hickman. The men engaged in pillaging the town probably belonged to this gang. I request that you will take means to prevent the repetition of these raids on Hickman and to break up the guerrilla bands that infest its

neighborhood. Naval cooperation will always be cordially extended when required.

I have the honor to be, general, respectfully, yours,
S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Brigadier-General S. MEREDITH,
Commanding at Paducah, Ky.

Abstract log of the U. S. S. Black Hawk, Lieutenant-Commander K. R. Breese, commanding, April 10 to May 25, 1864.

April 10, 1864.—Alexandria, La.

April 17.—At 12:30 p. m. the *Cricket*, with Admiral Porter on board, moved up the river, followed by the *Gazelle*.

April 18.—At 7:40 a. m. got underway and steamed down the river. At 4:40 p. m. made fast to the left bank of the river a short distance below Fort De Russy. At 5 p. m. got underway and assisted the *Ouachita* off a bar, where she was aground, about half a mile below the fort. At 5:40 made fast to the bank again.

April 19.—At 5 a. m. got under way and steamed down the river. From 6 to 8 p. m. delivered to the *New National* two 24-pounder siege guns captured at Fort De Russy.

April 29.—At 6:35 p. m. steamer *Silver Wave* proceeded up river. At 7 heard musketry firing up Red River. At 7:20 got underway and steamed about 4 miles up Red River and opened fire in the bushes. Expended 3 30-pounder shells and 10 24-pounder shrapnel. At 8:15 backed down the river and returned to our station.

April 30.—At 8:20 a. m. the *Kenwood*, *Juliet*, and *Benefit* arrived from above. The *Benefit*, with a barge in tow, came alongside. The following officers and men attached to this vessel came on board from the *Benefit*: Lieutenant S. W. Terry, Acting Master's Mate J. A. Jones, and C. L. Clung, O. S. Trussell, boatswain's mates; Charles Cooper, quarter gunner; A. Vanzandt (S. P.) [special pilot?]. Twenty-eight men (names omitted). One 12-pounder and 1 24-pounder howitzer and ammunition brought on board.

May 11.—At 3:30 p. m. two of the *Little Rebel's* crew reported captured.

May 14.—Mississippi River. At 8:05 p. m. received on board from the *Forest Rose* the following officers and seamen from the gunboat *Covington*: H. B. Emerson, pilot; Dennis O. Ruf, gunner's mate; Washington Gamble, quartermaster; Henry A. Harrison, Slainerlas Therion, seamen; Ed. Harris (contraband), cabin cook; Westly West, Rineck Watson, Robert Jackson, Joseph Rilbren, contrabands. Petty officers and seamen from the gunboat *Signal*: Michael McCormick, boatswain's mate; Edgar Clark, quartermaster; Daniel Reed, quartermaster; Joseph Smith, George McClurg, seamen; Taylor. Cromwell (contraband), seaman.

May 15.—At 11:20 p. m. the flagship *Cricket* came out of Red River. The admiral, together with Lieutenant Naile, Lieutenant Church, of the marines, and the admiral's secretary, Guild (C. F.), returned on board this vessel. Also came on board from the *Cricket* 5 men and 11 marines.

May 21.—At 7 p. m. we got underway and proceeded up the Mississippi River. Major-General Canby and staff aboard, taking passage to Natchez.

May 22.—At 2:35 a. m. made fast to the bank at Natchez; landed Major-General Canby and staff and 3 horses. At 3 a. m. rounded out and underway up the river.

May 25.—At 8:57 p. m. reached Cairo; proceeded up to Mound City; 9:25 fired a salute upon reaching Mound City.

Abstract log of the U. S. S. Carondelet, Lieutenant-Commander John A. Mitchell, commanding, March 11 to May 15, 1864.

March 11, 1864.—Off Red River. At 12:10 p. m. tug *Dahlia* came alongside with a dispatch from flagship. At 1 p. m. all boats called away, armed, under charge of Lieutenant-Commander Mitchell, accompanied by Executive Officer Gipson, Ensign Miller, Masters Mates Hastings and De Groot, taking with them all the small-arms crew on shore for battalion drill. All other ships in the fleet doing likewise. At 1:30 p. m. a fleet of transports in sight, coming down the river, all laden with troops. Landed at the bank on the Louisiana shore. At 4:45, gig, with Captain Mitchell, returned. At 4:50 first and second cutters and dingey returned.

March 12.—At 9 a. m. the following steamers started up Red River: *Fort Hindman, Cricket, Neosho, Eastport, Lafayette, Ozark, Choctaw, Osage, Chillicothe, Louisville, Carondelet, Benton, Pittsburg, Mound City, and Essex.* At 12 meridian, went into Old River, *Chillicothe* and *Louisville* ahead of us, the *Pittsburg, Benton,* and *Mound City* astern, the other vessels going up Red River. At 12:30 went into the Atchafalaya. At 1:15 p. m. the *Louisville* stopped at a cotton landing and took on board 23 bales of cotton, the rest of the boats making fast to the opposite bank. At 2:15 the *Louisville* crossed to the opposite bank. The *Black Hawk* hove in sight. At 2:30 came to at the bank ahead of us. At 2:35 U. S. S. *No. 50* came along and landed. At 3:50 p. m. the transports *Des Moines, Maria Hamilton,* and *Baltic,* with troops, came along and landed.

March 13.—Bayou Atchafalaya. At 7:30 a. m. army commenced marching.

March 14.—Steaming up (Red) river, *Benton* ahead, *Mound City,* flagship *Black Hawk,* U. S. S. *No. 50,* and a transport astern in sight. At 2 p. m. all hands exercised at quarters (silence drill). From 4 to 6 p. m.: Steaming up river. At 4:30 passed some earthworks on west bank of river. 8 to 12: Lying at the bank. At 9 p. m. the tug came down the river and reported the *Eastport* past the obstructions in the river and a fort evacuated and our army skirmishing in the enemy's rear.

March 15.—At 1:40 a. m. received orders from the admiral to get underway and proceed up the river toward Alexandria. At 2 started up the river. At 4 made fast to the bank, owing to the *Ozark* being fast in the river and obstructing the passage. The *Louisville, Chillicothe,* and *Pittsburg* ahead, the *Mound City* astern. At 4:45 got underway. At 5:30 the fleet tied up to the bank. From 8 to 12 m.

steamers *Diadem*, *Southwester*, *Emerald*, *Black Hawk*, No. 50, *Thos. Tutt*, *Autocrat*, *Hastings*, *Diana*, *John Raine*, and hospital ship *Woodford* passed up through the obstructions in the river. At 9 we started up, followed by the *Choctaw* and *Benton*. Went ashore in search of cotton. At 12 passed flagship and transport fleet at Fort De Russy.

March 28.—Off Alexandria. At 3:30 p. m. we got underway and proceeded up the river. At 4 started over the Rapids. At 4:15 came to at the bank above the *Chillicothe*. At 5:30 the hospital steamer *Woodford* passed up and stuck on the rocks, then swung around and drifted a short distance below and made fast to the bank in a sinking condition. At 6 she went down. The *Brown* went alongside to render assistance. Our second cutter, in charge of Acting Master's Mate Hamilton, was sent alongside of the sunken vessel. From 6 to 8 p. m.: The second cutter returned and reported no lives lost on the sunken vessel.

March 29.—At the Rapids. At 6:15 a. m. the *Brown* came up the river and made fast to us, to assist us over the Rapids. At 6:35 the *Brown*, after helping us safely over the Rapids, cast loose and went down the river. Our vessel had rubbed considerably on the bottom. At 7:30 a. m. sent the second cutter, in charge of Boatswain's Mate White, ashore to destroy a barge and skiff alongside, which was done. Proceeding up river. At 9:10 a. m. Captain Mitchell went ashore with a party of 30 men, armed, in charge of Ensign Miller. At 10 they all returned on board. 1:30 p. m. dropped down river. A contraband brought information of a party of rebels with three Federal prisoners being about 4 miles from the river.

April 2.—8 to 12 meridian: Proceeding up the Red River, the *Lexington* and *Chillicothe* following. At 10:30 stopped to destroy some flatboats, and heard that our cavalry were now at Pine Bluff and that the rebels had left Shreveport. At 1:30 p. m. the current, in doubling a sharp point, cut us into the bend, from which we succeeded, with the assistance of the *Rob Roy*, in getting clear in half an hour without damage. At 2:50 the *Hindman* came down the river. She reported the fleet 27 miles ahead of us. 4 to 6 p. m. steaming up river.

April 3.—At 11:20 a. m. we arrived at the fleet at Grand Ecore. At 12:15 p. m. the *Cricketer* came in sight, with Admiral Porter's blue flag hoisted.

April 4.—8 to 12 meridian: Steaming up river. Sent first and second cutters to drag for torpedoes. At 12:40 p. m. came in sight of the *Louisville* and *Eastport* aground. At 1:20 sent a line to the *Louisville* and hauled her off. Sent first and second cutters to sound the channel. Dropped down and made fast to the bank. At 2:15 a portion of our army, with a large number of prisoners, passed down the river bank. At 2:25 captain returned. At 3 sent Master's Mate DeGroot to enquire particulars of the land expedition. At 1:30 he returned, having gained the following, viz: Our forces found the rebels in force at St. Maurice; attacked and completely routed them. Federal loss in killed and wounded 8. Rebel loss in killed and wounded 20 to 30 and about 65 prisoners. At 5:30 we succeeded in getting over the bar. At 4 Captain Mitchell went to the *Eastport* in second cutter. At 7:40 p. m. passed the town of Campti. Several houses were burning and people on shore said there had been

a fight between Union and rebel forces near there to-day. At 11:10 we overtook the fleet and made fast to the opposite bank at Le-compte's plantation.

April 8.—At 9:15 a. m. Captain Mitchell left the ship in the dingey. The tug (*Ivy*) came alongside and got our 11 and 15 inch hawsers. At 5:30 p. m. heard heavy firing up the river. 6 to 8 p. m. sent 6 men to the *Eastport* in charge of Master's Mate DeGroot to report for picket duty.

April 10.—Grand Ecore, Red River. At 2:30 p. m. our surgeon went on shore to assist in dressing wounds of soldiers in hospital; also sent a party of men with bandages and to carry water to the hospital. We sent 30 rolls of bandages and surgeon's lint to Dr. Clapp. Mr. Hastings and 10 men went ashore to carry water to the hospital. Henry Whitney, a seaman of this vessel, was killed while on detached duty on board the *Benefit*.

April 13.—Below Grand Ecore. Troops crossing on pontoon bridge below the town. At 8 a. m. crew on shore sawing wood; heard heavy firing up river.

April 14.—From 1 to 4 a. m. saw a large fire in a N. N. W. direction. At 1:45 p. m. the *Eastport* in dropping down grounded on the bar.

April 15.—At 5 a. m. sent pilots to sound the channel at the stern of the *Eastport*, by order of Captain Phelps. At 9:30 the *Eastport* succeeded in getting off the bar and made fast to the bank ahead of us. At 1 p. m. we dropped off to let the *Eastport* pass down. At 4:30 p. m. started down river; found the *Eastport* sunk. Sent a boat to her assistance. At 6:15 made fast to the bank just above the *Eastport*; sent boats to her assistance. Received ammunition from the *Eastport*.

April 16.—At 7:50 received orders from Commander Phelps to proceed down river. At 6 p. m. made fast at the bank below Calhoun's plantation.

April 24.—Red River, near the Falls. At 7:05 a. m. heard heavy firing in the direction of Alexandria.

April 26.—At 6 a. m. we got underway and started up river. At 6:40 stopped at Meade's plantation and sent Mr. Miller and a party of men for water. At 10:15 a contraband reported some rebels on the bank, and we fired several guns in that direction. At 10:30 the rebels fired musketry at us; we gave them several shots from our 8 and 9 inch guns. Ammunition expended: One 100-pounder Parrott shell, 5 IX-inch, 9 VIII-inch, 4 12-pounder; total, 19.

April 27.—At 5 p. m. we came in sight of the fleet lying above the Falls.

May 14.—At 12:30 p. m. the captain returned; we got underway. At 1:30 p. m. the rebels fired on our transports, and the gunboats shelled the woods. At 2 p. m. we tied up to the bank and the captain went on shore. At 3 the admiral came down and the captain, Mitchell, went aboard the flagship; returned at 3:30. At 6:15 p. m. the captain left the ship in the second cutter to see if the river was clear of torpedoes.

May 15.—At 9 a. m. Captain Mitchell went ashore to consult with the Army officers. At 10 he returned and we cast loose and dropped down about three-quarters of a mile. At 11 the *Neosho* passed down, shelling the woods. At 11:20 we got underway and shelled the

woods as we went for about twenty minutes. At 12, midnight, we arrived at the mouth of Black River and found gunboats *Mound City*, *Pittsburg*, *Avenger*, and two tinclads and steamers *Laurel Hill* and *Mittie Stevens* there. Captain Mitchell left the vessel, taking Mr. Wiggins, pilot of the *Laurel Hill*, to his boat.

Abstract log of U. S. S. Chillicothe, Acting Volunteer Lieutenant Joseph P. Couthow, commanding, March 7 to June 8, 1864.

March 7, 1864.—Off Red River. At 1:30 p. m. the flagship made general signals. The several vessels of the fleet landed armed boats' crews near the flagship. At 4 p. m. they returned to their respective vessels.

March 13.—Off Simmesport, La. From 4 to 8 a. m.: Troops disembarking from transports. At 4:15 p. m. got underway and the fleet stood up the river in the following order: *Pittsburg*, *Chillicothe*, *Carondelet*, *Mound City*, *Benton*, and *Louisville*; the flagship and the *Ouachita* remaining in the rear with the transports. At 5:25 p. m. entered Old River. At 7:45 tied up to the left bank in company with the fleet.

March 14.—Meridian to 4 p. m., underway, steaming up Red River. At 6:10 p. m. tied up to the left bank.

March 15.—At 1:45 a. m. tug came alongside with an order from the admiral to the commanding officer. At 2:20 a. m. got underway and steamed up river in company with some other vessels of the fleet. At 3:30 a. m. came up with the first division of the fleet tied up to the right bank of the river. Exchanged distinguishing pennants. At 4 a. m. tied up to the left bank of the river astern of the *Price*. At 4:15 a. m. cast loose from the bank and steamed up river to the blockade and tied up to the right bank. At 5:20 cast loose and steamed up river, the *Price* towing us past the blockade. At 6:45 tug came up and gave us an order from the admiral to tie up and let the transports pass. At 9:40 a. m. received orders from the admiral to proceed up to Alexandria without delay. Stood up river. At 10 passed Fort De Russy, which was occupied by our army.

March 16.—Off Alexandria, La. At 8:30 a. m. *Eastport* showed general signal. Sent 20 armed men in charge of Acting Ensign H. A. Hannon on board of the *Eastport*. The commander went ashore in charge of armed party. At 4:30 p. m. expedition in charge of Acting Ensign H. A. Hannon returned to vessel and commander returned on board.

March 21.—At 9:35 a. m. flagship signaled us. Called away 40 armed men in charge of Acting Ensign C. A. Calvert and Acting Master's Mate C. S. Welles, with orders to land abreast of the *Eastport*. At 10 the commander left the vessel to take command of the armed party. At 5:15 p. m. cutter came alongside with armed expedition.

March 23.—At 7:15 p. m. tug *Dahlia* came alongside with orders, and Acting Ensign C. A. Calvert, with 6 men armed with cutlasses and rifles, were mustered and left the ship on tug *Dahlia* to do picket duty up the river.

March 29.—From 8 to meridian: Vessel underway, ascending the Falls. After two hours' endeavor, succeeded in getting over and

stood up river. At 8:15 a. m. made 6 horsemen at a small house on the left bank of the river. We lay to and sent 16 armed men in charge of Acting Ensign C. A. Calvert to ascertain who they were. At 9:35 the boat returned, bringing the 6 men, and also 1 musket, which was found in the house. The men were searched, and failing to find anything suspicious about their persons, permitted them to return on shore in charge of armed boat. Examined house and destroyed small flat. At 11 boat returned and vessel again stood up river.

April 3.—Off Grand Ecore, La. At 2:15 p. m. the flagship spoke us and requested the commanding officer to come on board. At 2:20 the commanding officer went on board the flagship. At 2:30 returned on board and ordered steam to be raised. At 2:45 cast loose and stood up river and made fast to the right bank of the river, astern of the *Lexington*. At 5:30 we got underway and followed the *Lexington*. At 6:40 a large quantity of cotton was burned on the left bank of the river. The *Lexington* fired two shots in order to drive away the cotton burners. At 7 p. m., while passing the burning cotton, Acting Volunteer Lieutenant Joseph P. Couthouy was shot and mortally wounded by a guerrilla concealed behind the bank. We immediately beat to quarters. At 7:40 signaled the *Neosho* to communicate and requested her surgeon to come on board and see our commander.

April 4.—Underway, Red River, La. At 6:30 a. m. laid to, alongside the left bank, and sent a small boat to fish up torpedoes. At 8:10 Acting Volunteer Lieutenant Joseph P. Couthouy, who was mortally wounded on the evening of the 3d, expired. At 9:20 beat to quarters in consequence of our cavalry being attacked by the enemy at Campti, La. At 9:30 the *Fort Hindman* opened fire upon them, firing three shell; we instantly followed by firing a 5-second shell from our howitzer. Cast loose and stood up river. At 11 beat the retreat. At 3:30 p. m. sent cutter with 6 armed men to destroy a flatboat. At 6:45 tied up to the right bank of the river.

April 5.—Underway, Red River, La. At 8:45 got underway and ran alongside the *Fort Hindman* and put the remains of Acting Volunteer Lieutenant Couthouy on board in an air-tight coffin and then proceeded on up the river in rear of the fleet. At 9 we took on board two men, who said they belonged to the U. S. S. *Sachem* and were taken prisoners at Berwick Bay, September 7, 1863, and were taken to Shreveport, from which place they escaped. Sent them on board the *Louisville*.

April 7.—Off Campti, La. At 12:20 a. m. a rifle shot was fired at us from the left bank of the river about 100 yards below the town. Seeing several persons moving about near the place we beat to general quarters and fired one 5-second shrapnel from our howitzer. At 6:10 a. m. made the *Gazelle* coming up the river. At 6:15 a. m. rounded to and stood down the river. The *Gazelle* came alongside and Lieutenant-Commander Watson Smith, U. S. Navy, came on board and assumed command of this vessel.

April 10.—Red River. At 2:35 p. m. struck a snag and stuck. From 4 to 6 p. m.: Vessel lying fast on a hidden stump, all hands endeavoring to get her off, all efforts being without success. At 5:15 transport *Black Hawk* came up river; hailed for assistance; she came alongside and gave us mail and dispatches, took our heavy

hawser and pulled us off. At 4:15 discovered a body of cavalry on right bank. On their approaching the vessel we made them to be United States troops. Sent an officer in charge of men on shore to request the commanding officer to send a bearer of dispatches from Lieutenant-Commander W. Smith to admiral. The request was granted, and at 5:30 sent the dispatch. Vessel tied up for the night.

April 11.—Underway down Red River. At 4:30 p. m. the enemy opened fire on the transports *Black Hawk* and *Benefit* with musketry, which was immediately replied to by the *Cricketer*, *Osage*, *Gazelle*, and tug *Dahlia*. At 6:05 shelled the woods on the left bank, expending four 5-second shell from starboard gun.

April 12.—Red River. At 5:30 a. m. the enemy opened fire on us with musketry, to which we replied by firing 5 5-second shells from howitzer and prepared to land armed boats. At 6:10 a. m. sent an armed party in charge of Acting Ensigns W. Muir and H. A. Hannon and Masters Mates H. Shoemaker and C. S. Welles to drive off the enemy and burn the buildings. A brisk skirmish commenced, which lasted twenty minutes. At 7:15 armed party returned, having vanquished the enemy and destroyed the houses. At 7:25 got underway and stood down the river. At 7:40 the enemy opened fire on transport *Black Hawk*, which was returned by her and the *Osage*. At 7:50 an officer from the flagship came on board with dispatches for the commanding officer. At 8:40 beat to general quarters. At 8:50 shelled the woods, expending 1 3-second shrapnel and 1 5-second shell. From meridian to 4 p. m.: Rounded to and came to anchor and shelled the woods on right bank of the river at intervals during the watch. Expended 3 5-second shrapnel, 4 5-second shell, 1 10-second shell from great gun, 5 2-second shell, 3 shrapnel from howitzer. At 7:50 p. m. an orderly from the admiral came to the bank and gave orders from the admiral to proceed down river. At 8:40 ran aground near right bank of river; made several attempts to get off, but failed. Called assistance of transports *Sioux City* and *Sou'wester*, but they being too long could not render any. At 9 sent boat to the flagship in charge of Acting Ensign H. A. Hannon to report our condition to the admiral. At 10:10, while the *Sioux City* and *Sou'wester* were passing the bluffs off our starboard bow, the enemy opened a heavy fire upon them with musketry, which was returned by the boats. We went to quarters and shelled the bluffs. At 11 the *Gazelle* passed down, shelling the enemy. At 11:10 the *Fort Hindman* passed down, shelling the woods.

April 13.—Vessel hard aground. The *Fort Hindman*, in bend below, shelling the woods. At 1:30 a. m. the *Fort Hindman* came up river. We sent a heavy hawser, and after several attempts succeeded in getting us off. At 8:20 a. m. went to quarters and shelled the woods at intervals, expending 4 5-second and 1 10-second shell and 1 stand of grape from great guns. At 1:10 p. m. the enemy opened fire on our transports with field artillery. Owing to a blockade in the river, caused by our transports grounding, we were unable to proceed to their assistance. At 2 p. m. dragged our stern anchor and grounded on logs. After several attempts to get off we called the *Brown* to our assistance. She took our 11-inch hawser and succeeded in pulling us off; in so doing, she carried away our cathead and port

bitts, pulled us against the *Universe*, which carried away port gangway and one davit. At 3:15 got underway and stood down. At 3:30 made the *Osage*, in tow of the transport *Black Hawk*, coming down. At 3:55 the *Brown* opened fire on the enemy concealed behind the bluff, to which they at once replied, striking the *Brown's* steam drum, which completely disabled her. We immediately went to general quarters. At 4:05 p. m. opened fire on the enemy's position and on woods near by. The *Brown* came alongside in a disabled condition. Received her crew on board and took her in tow and proceeded down the river. At 4:45 made the *Sioux City* lying to, having broken her rudder. She asked assistance and took the *Brown* in tow to use her rudders to steer by. Steaming down the river. At 6:25 came to anchor. At 8:50 sent a boat ashore and brought off General A. J. Smith, U. S. Army; at 10:20 sent him ashore. At 11 a portion of Camp Ti was destroyed by fire. A body of our troops passed up on the left bank of river.

April 18.—At 12:50 p. m. made the *Louisville* hard aground off Harper's plantation, with steamer *Benefit* alongside. At 2:40 transport *White Cloud* passed down; when a short distance ahead she was fired upon by guerrillas. We immediately went to quarters, withdrew 20-second shell and shelled the woods, expending 3 3-second shrapnel from each gun and 2 1-second shrapnel from howitzer.

May 9.—Above the Falls, Alexandria, La. At 9 p. m. an officer arrived with dispatches from the admiral. At 9:10 orders sent for all commanding officers to come aboard.

May 10.—At 5:15 a. m. weighed anchor and dropped downstream, stern first. In passing over the Falls got aground on the rocks; all hands engaged in getting ship off. At 12 meridian succeeded in getting over the Falls. At 12:30 p. m. came to anchor above the dam.

May 13.—At 9:55 a. m. an orderly came from Admiral Porter with dispatches to go over the dam. At 10:10 the *Louisville* passed over the dam successfully. At 10:20 we were hailed by Lieutenant-Commander Selfridge and requested to fire a shell over the point immediately. Went to general quarters and fired 1 5-second shell, followed by one from the *Ozark*. At 10:25 cast loose and steamed up river above the *Ozark* and tied up to the bank. At 10:40 the *Ozark* cast loose and steamed over the dam, followed by the tug *Ivy*. At 11:20 cast loose and fired 1 5-second shell and passed safely over the dam and tied up to the right bank.

May 14.—At 1 p. m. got underway and steamed down the river. At 2:05 a volley of musketry was fired into us from the left bank. At 2:10 commenced to shell the woods with howitzer.

June 8.—Off Fort Adams. At 5:30 a. m. Lieutenant-Commander Ramsay came on board and took command; cast loose from coal barge and shortly after made the *Fort Hindman*; exchanged distinguishing pennants with her. We proceeded up Red River, accompanied by the *Neosho* and *Fort Hindman*. At 8 beat to general quarters. At 8:05 stood down Atchafalaya River. At 9 discovered a body of troops encamped near Simmesport, and at 9:15 a rebel battery of two guns opened upon us. We immediately returned the fire and the guns of the *Neosho* and *Fort Hindman* followed. We kept advancing upon the enemy, firing shrapnel into the enemy's works, and in fifty minutes the battery, composed of 2 30-pounder Parrott guns, was silenced and we steamed abreast and laid to under

the works and called the first division to man armed boats and land and bring the guns off; but the *Neosho's* men being ordered back, our men were ordered back to their quarters. At 10:25 the *Neosho* sent a party on shore with a line, which was made fast to one of the guns, and dragged over the breastworks and down the bank. The *Neosho* then cast off and stood up the river to make way for the *Fort Hindman*, who took on board one gun; the other was found to be burst and was left. At 10:40 a deserter from the Crescent Artillery, from the enemy's works, came on board. At 12 we ceased firing having expended 42 5-second shrapnel, 8 10-second shrapnel, 14 5-second shell, and 5 canister shot from our XI-inch guns. From 6 to 8 p. m. taking on ordnance. At 8:15 got underway and stood up the river.

Abstract log of the U. S. S. Cricket, Acting Master Henry H. Gorringe, U. S. Navy, commanding, March 1 to May 7, 1864.

March 1, 1864.—At 4 a. m. flagship signaled to get underway. Weighed anchor and started up the river. Took position in line astern of the *Ouachita*. At 4:30 p. m. were fired into by a company of rebel sharpshooters from the shore; returned the fire with port battery. At 6:30 commenced shelling the woods below Trinity. At 7 the rebels opened fire upon the fleet with a battery of 3 guns and musketry. The fire was returned briskly by the boats and soon silenced the battery. At 7:30 passed Trinity. Expended 12 shrapnel, 5 canister.

March 2.—At 4:50 a. m. signal from flagship to get underway. At 4:55 got underway and started up Ouachita River. At 9:10 rebel battery of 4 guns on right bank of the river opened fire on the fleet. A heavy fire from sharpshooters along the levee was also concentrated upon the fleet, which replied briskly and with good effect. At 10 the *Fort Hindman* (flagship) wore around and dropped out of range, her starboard engine being disabled. Commander Ramsay transferred his flag to the *Ouachita*. At 11 succeeded in silencing the battery and proceeded on toward Harrisonburg under a heavy fire of riflemen posted along the bank, the fleet replying briskly to the fire. At 12:30 p. m. arrived off the town, finding it and the unfinished earthworks deserted by all excepting the sharpshooters, who continued to annoy us. After shelling the town, the fleet proceeded on to Sicily Island, when it rounded to and returned down the river. This vessel passed the town and proceeded on to the *Fort Hindman*. At 2 p. m. the steamers *Ouachita*, *Osage*, and *Lexington* arrived off the town, and after shelling it and the surrounding woods a force from the *Ouachita* was sent ashore to burn it. At 3:20 the *Fort Hindman* having repaired engine temporarily, the fleet again got underway and started down the river, this vessel having the *Fort Hindman* in tow. At 6:30 came to anchor 3 miles above Trinity. Average distance at which the battery was engaged, 500 yards. Vessel not struck by artillery.

March 3.—At 8:30 a. m. arrived at Trinity, La.; laid off the flagship and received orders to run inshore and assist in raising guns. At 9:55 started up Little River to reconnoiter. At 10 opened fire upon rifle-pits on right bank of river. Ran down a pontoon bridge and set it on fire. Steamed down the river and anchored.

March 4.—Opposite Trinity. Fleet weighed anchor and started down the river. At 7:10 a. m. passed the *Ouachita*. At 7:40 beat to quarters for action; fired 3 shrapnel. At 9:30 landed a squad of men, went ashore in charge of Acting Ensign W. H. Read; 10:10 expedition returned.

March 14.—At 6:30 a. m. the *Eastport* blew one long whistle. Fleet cast loose and proceeded up the river. At 8:30 went to general quarters. At 9 came to a bridge across the river covered by rifle pits, which the enemy had evacuated; commenced clearing it away.

March 15.—4 to 6 p. m. Underway up Red River.

March 16.—At 5:45 a. m. called all hands, up all hammocks, weighed anchor and started down the river. At 6:30 met the flagship; rounded to and followed her up the river. At 5:30 p. m. the *Fort Hindman* passed down loaded with rebel prisoners. At 8:50 started down the river. At 11:05 passed mouth of Black River.

March 28.—At 6:20 p. m. passed the U. S. hospital boat *Woodford* sunk near the Falls.

April 2.—At 9 a. m. the admiral transferred his flag to this vessel. The admiral and Captain Smith came on board. At 9:20 let go lines and steamed up the river.

April 3.—At 10 a. m. general muster for divine service. At 11:50 landed at Grand Ecore, La. At 1 p. m. fired one shell from the 100-pounder Parrott gun.

April 10.—At 9:20 a. m. signaled the fleet to get underway. 10:30 fired 3 shots from battery forward. At 1:30 p. m. fired one shell from pivot gun; 2, fired forward starboard bow gun. Carpenters employed rigging platform for gun on hurricane deck.

April 11.—12 to 4 a. m. all hands employed moving gun to hurricane deck. At 6 got underway and proceeded down the river. At 9:10 steamer *Colonel Cowles* fired into from shore. Fired 2 shrapnel. At 10 steamer *Benefit* came alongside and took gun barge in tow; cast loose and proceeded down the river. At 10:45 general quarters; fired 1 shrapnel. At 12 fired 4 shrapnel. At 3:30 got underway down the river. At 4 p. m. the *Osage* was fired into; we opened fire; expended 8 shrapnel.

April 12.—At 8 a. m. cast loose and started down the river a short distance and shelled the woods. Expended 25 shrapnel, 8 canister. At 10:45 p. m. expended 2 shrapnel. Continued down the river. At 1:55 p. m. heavy firing below. At 11:10 transport *Rob Roy* came to astern of us and commenced shelling the woods.

April 13.—At 6:30 a. m. took barge in tow from the *Benefit*, then proceeded down the river. At 7:35 came in sight of the *Chillicothe*. At 7:45 fired into by rebel cavalry. Fired 3 shrapnel 1 canister, then proceeded down, the *Chillicothe* ahead. 8 to 12 (m.), firing occasional shots at rebel sharpshooters. Ammunition expended, 20 shrapnel, 1 canister.

April 18.—At 10:25 a. m. succeeded in getting over the Falls and made fast astern of the transport *Champion*. At 11 cast lines off and started up the river.

April 26.—8 to 12 meridian: Weighed anchor and made fast to the bank. Commenced making preparations to blow the *Eastport* up. At 10:30 a. m. the rebels fired several volleys of musketry and attempted to board us, but did not succeed. We opened on them with shrapnel and canister. At 2:10 p. m. blew up the U. S. S. *Eastport*.

Admiral returned aboard the vessel. Cast loose and steamed down the river. At 5:15 p. m. arrived at the mouth of Cane River, where we came in sight of rebel artillery, opened fire on them, which they answered with 18 pieces of cannon (12 and 24 pounders) and 300 sharpshooters. We then ran past the battery and were struck 38 times with cannon while doing so, killing 8 and wounding 7 seriously. We disabled one of their pieces, and information has since been received from a captured prisoner who was there that we inflicted heavy damages in killed and wounded among the sharpshooters, as nearly all of our shrapnel burst in their midst. The transports *Champion No. 3* and *No. 5* being disabled, the gunboats *Fort Hindman* and *Juliet* had to go above the battery, out of range, with them.

May 6.—At 6:30 a. m. General Banks came aboard; at 6:45 left the vessel. The following men reported on board from the *Covington* (*Covington* destroyed by the enemy 30 miles below Alexandria), viz: Dennis Lawler, Berry De Casey, W. W. Cole, P. Hanley, J. Hamilton, C. Swartz, Charles Harris, Ellwood Kay, and Maderon Brier. 8 to 12 a. m.: The following men reported on board, being transferred from the Army to the Navy, viz: Henry M. Wilder, Richard M. Bently, Joel D. Boice, Thomas Archibald, Peter W. Hagerman, Charles Wood, James Binney, William O. Conner, John Griffin, James Fahey, Henry Clarck, John Agan, Henry Brown, and Hugh McSween. George McCarty, wounded sailor from the *Covington*, brought on board. 11:45 Joseph B. Fox, surgeon's steward from *Covington*, came on board. At 1:30 p. m. mustered all hands on the boiler deck and divided them off in guns' crews. Robert Miller, C. M., from the *Covington*, came on board. At 2:30 the *St. Clair* came up river and made fast below us. Commander came on board. At 3:15 Surgeon E. Gavaret and Second Assistant Engineer S. Lyon, from the *Covington*, came on board. 4 to 6 p. m.: Received on board Charles Cobbs and William McNiff, transferred from the Army. 6 to 8 p. m.: The following men were transferred from the *Covington* to the *Cricket*, viz: Charles Moran, boatswain's mate; Pat Hanley, J. Hamilton, W. W. Cole, Charles Swartz, Abe Bulsome, Baromer La Cross, Dennis Lawler, Ellwood Kay, and Michael Mullin. At 6:40 John Palmer and C. Fielding, of the *Covington*, came on board.

May 7.—At 6:45 a. m. two contrabands, William Melvine and Madison Burr, from the *Covington*, came on board. From 12 to 4 p. m.: 13 men from the Army reported on board [names omitted]. Sent 15 men to the *Pittsburg*, 6 men to the *Ozark*, and 21 to the *Chillicothe* for general distribution.

May 14.—At 9:10 a. m., made fast to the bank. General Banks came on board and at 9:30 left the vessel. Let go the lines and proceeded down the river. 9:35 the *Louisville* hove in sight and followed us down. At 10:10 all hands at quarters; engaged rebel sharpshooters. Expended 7 shrapnel, 3 canister, and 1 shell. At 1 p. m. General Smith came on board; left at 1:15. At 5:45 General Emory came on board. 6 to 8 p. m., lying at bank 25 miles above Fort De Russy.

May 15.—Below Pearce's Landing. At 10:30 a. m. the fleet got underway and stood down. Passed the following wrecks, U. S. S. *Covington*, U. S. S. *Signal*, the *John Warner*, and *City Belle*. 11

a. m. opened fire on guerrillas 10 miles above Fort De Russy. 1:50 p. m. beat the retreat. At 3:15 p. m. let go lines and proceeded downstream. At 3:35 passed the *Mound City*. Met *Argosy* coming up with dispatches. An officer brought them on board. 6 to 8 p. m.: Underway downstream. At 7:10 arrived at the mouth of Black River. 10:30 entered the Old River. 11:45 p. m. entered Mississippi River. 12 midnight made fast to U. S. S. *Black Hawk*. Rear-Admiral D. D. Porter transferred his flag from this vessel to the U. S. S. *Black Hawk*.

May 16.—At 11 a. m. got underway and proceeded upstream. Laid alongside of the U. S. N. H. *Red Rover*. Sent the following sick on board: George McCarty, quartermaster; A. Coates, Henry Brown, and W. McNeil. At 11:15 cast loose from the *Red Rover* and proceeded upstream. At 11:25 sent the prisoners we received at Alexandria aboard the tug *Ivy*. 7:30 p. m. fired at by guerrillas at Ellis Cliffs; fired 3 shrapnel in return; we received no damage. At 10:30 p. m. arrived at Natchez.

Abstract log of the U. S. S. Fort Hindman, Acting Volunteer Lieutenant John Pearce, commanding, March 1 to June 8, 1864.

March 1, 1864.—At anchor in Red River. At 4:15 a. m. got underway and proceeded up Red River. At 7:10 a. m. the ships of the expedition entered Black River. At 4:20 p. m. rebel sharpshooters opened fire on us from the left bank of the river; we returned the fire with great guns and drove them away. At 5:15 p. m. the *Osage* signaled us and we were again fired into by sharpshooters: *Osage* shelled them out. At 5:40 p. m. we were fired upon from a rebel battery at Trinity, La.; fire returned by all the ships of the expedition and the battery silenced. At 5:45 p. m. the refugee we received from the *Cricket* placed in irons for using disloyal language. At 6:50 p. m. the expedition entered Ouachita River. Expended 27 rounds of ammunition, 25 5-second shell, and 2 rounds of canister.

March 2.—4 to 6 a. m.: At anchor near Trinity, La. Fog clearing away. At 6:15 a. m. got underway and stood up Ouachita River, the ships of the expedition steaming in the order of yesterday. At 8 a. m. the *Osage* hailed us, stating that her turret was disabled. Captain Ramsay went on board of her. At 8:20 Captain Ramsay returned and the expedition proceeded up the river in the same order as before. At 9:15 a. m. landed at the bank and took on board two horses left by two rebel pickets. At 10 came in sight of Harrisonburg. Rebel sharpshooters fired into us and immediately thereafter opened on us with a battery of fieldpieces. We returned the fire, as did the other vessels of the expedition. At 10:30 a. m. the order was given to pass the battery, when a shot struck our star-board engine, disabling it. At 11 Commander Ramsay removed his flag to the *Ouachita*, Ensign Beaman and the gig's crew from the *Choctaw* accompanying him. We dropped back out of range and tied up to the bank, using our stern guns when opportunity offered. Number of shots received, 27, carrying away 6 pikes and 1 musket. We fired 43 rounds, 41 of 5-second shell, 2 stands of grape. Wounded, Acting First Assistant Engineer Thomas Girt; McNeil Rayburn, seaman, mortally; William Huston, boatswain's mate,

seriously; Patrick Conroy, quartermaster, seriously, and 6 others slightly. From 2 to 4 p. m.: The other vessels of the expedition proceeded up the river, firing occasionally. At 2:30 p. m. the *Conestoga* came down and rounded to below us and immediately proceeded up the river again. At 2:35 p. m. the *Cricket* came down and rounded to. At 2:40 the *Osage* came down and made fast to the bank. At 3:10 the *Osage* and *Cricket* stood up river again. Constant firing up the river. At 3:25 the ships of the expedition came down. The *Conestoga* rounded to astern of us and sent Acting Third Assistant Engineer O'Neil to repair our disabled engine.

At 4:25 cast off from the bank and stood downstream on one wheel, the *Conestoga* leading. At 5:30 the *Cricket* came alongside and took us in tow. We proceeded down the river in the following order: *Osage*, *Ouachita*, *Fort Hindman* and *Cricket* (lashed together), *Lexington*, and *Conestoga*. At 7 p. m. the expedition came to 5 miles above Trinity, La. At 7 p. m. McNeil Rayburn, seaman, died from wounds received during the engagement of the morning.

March 3.—12 to 4 a. m.; At anchor in the *Ouachita* River. At 8:05 a. m. the expedition got underway and stood down river. At 8:30 the *Conestoga* commenced shelling the woods. At 9 received orders to take on board some great guns which the rebels had abandoned and thrown into the river below Trinity, La. At 9:20 we landed and rigged a purchase to raise them. At 12 m. we had raised and taken on board 3 long 32-pounder guns. At 7:55 p. m. discovered a fire raft coming down Little River, the *Osage* fired 2 shots at it.

March 12.—At 8.30 a. m. flagship signaled. Fleet weighed anchor and stood up Red River, the *Fort Hindman* leading.

March 14.—At 9 a. m. [Red River] came in sight of a raft constructed partially across the river and earthworks thrown up on the bank. Received orders from Commander Phelps to engage the supposed battery. Opened fire from our bow battery, throwing shrapnel, 10 rounds; received no reply. At 9:15 the *Eastport* signaled and we proceeded up the river and commenced removing the obstructions. At 11:30 we dropped back and tied up to the bank. The *Eastport* went up to the raft and commenced to remove the same. At 4:30 p. m. the *Eastport* passed over the raft. At 4:45 p. m. the *Eastport* landed and communicated with a squad of Federal cavalry. At 7 p. m. came in sight of Fort De Russy, and ran alongside the bank. The *Eastport* fired two guns. At 7:20 signal to advance. At 8 p. m. landed at Fort De Russy. 8 to 12 midnight: Proceeded up the river, accompanied by the *Cricket*. At 9:30 fired 2 guns. At 11 fired 2 guns with blank cartridges and came to about 15 miles above Fort De Russy.

March 15.—At anchor 15 miles above Fort De Russy. At 7 a. m. sent out a boat and brought off a wounded soldier. At 9:30 sent an armed boat's crew ashore in charge of executive officer and seized 2 rebel army wagons, 1 musket, a quantity of clothing, tents, etc. At 10 the armed boat's crew returned to the ship, having thrown the wagons into the river. At 10:30 the *Ouachita* and *Lexington* passed up and gave us orders to follow. Got underway and steamed up the river. At 6:30 p. m. passed a burning steamer below Alexandria,

La. Anchored at Alexandria; a small number of musket shots fired at us from the town. At 8:30 p. m. proceeded down the river.

March 16.—Underway down Red River. At 11:30 a. m. landed at Fort De Russy. From 12 to 4 p. m.: Received on board 328 rebel prisoners, officers, and privates to be transported to Baton Rouge. At 3:30 p. m. cast off from bank and proceeded down the river. Fifty United States soldiers and 5 officers accompanied the prisoners as guard.

March 17.—At 12:30 a. m. made our night number. At 12:45 came into the Mississippi River. At 1:15 hauled down our number off Hog Point, having received no answer from the vessels off the mouth of Red River. At 2:15 made the foot of Tunica Island, exchanged numbers with the *Signal*, and shortly afterwards received a shot across our bow from *General Bragg*, who followed us from the mouth of Red River, which was soon followed by another shot. We rounded to and communicated with the *Bragg*. He informed us that he had not seen our lights when coming out of Red River. At 8:15 a. m. arrived off Baton Rouge, La., and landed. Delivered our prisoners over to the military authorities. At 5 p. m. received on board a quantity of ordnance destined for the army at Alexandria, La. At 7:15 p. m. got underway and stood up river, having on board company of United States soldiers and officers, who came down as guard over the prisoners.

March 18.—At 10.30 a. m. came up with the transport *Belvidere*, loaded with troops, and hard aground. Steamer *Laurel Hill* trying to get her afloat. Ran alongside to render assistance. At 12:20 got the *Belvidere* afloat and stood upstream.

March 19.—At 9 p. m. arrived off Alexandria, landed, and reported to the rear-admiral.

April 3.—At anchor in Red River. At 12:20 p. m. the tug *Dahlia* came down with orders to have our starboard battery ready for action; rumor of a movement of guerrillas down river. At 2:25 p. m. steamer *Brown* came alongside with 2 rebel prisoners, taken a short distance down river. At 4:45 p. m. got underway and stood up river; took our position astern of the *Lexington*. *Lexington* in the lead, *Neosho* and *Chillicothe* following. Discovered a large quantity of cotton burning. At 9:30 p. m. ran on a bar, and in backing off, the wind blew our stern into the bank, unshipped our starboard rudder, and breaking our tiller.

April 4.—At 3:30 a. m. finished working at our tiller; shipped our rudder. At 5 proceeded up river. At 5:45 came up with the fleet and took our position in line. Senior officer made signals; armed boats' crews were called away. Mr. Lee, in charge of first cutter, left the ship. All the first cutters of the ships were called away and employed in dragging for torpedoes. At 8:20 a detachment of cavalry came up and dashed into the town of Campiti and were repulsed by the enemy. The armed boats' crews returned to their respective vessels. At 8:30 stood upstream, shelling the town, expending five shells. At 8:35 the *Lexington* passed us, throwing a number of shell into the town. At 9 a. m. reinforcements of infantry came up and joined our troops, charged on the enemy, and put them to flight. Heard continuous firing of musketry. At 10 firing ceased. At 10:25 fleet tied up to the bank. *Lexington* sig-

naled; sent out armed boats to grapple. At 11:10 boats returned, fleet underway, stood upstream.

April 8.—At anchor off Campti. At 3:40 p. m. and 4:30 p. m. fired shell at 5 rebel cavalry.

April 10.—Lying alongside the bank in Red River. At 10:30 a. m. fired one 5-second shell at 5 rebel cavalry. At 1:30 p. m. fired on by guerrillas. At 2:45 p. m. fired a 5-second shell. At 3 p. m. passed the mouth of Loggy Bayou and came in sight of steamer *New Falls City* [Confederate] sunk and lying across the river. At 3:15 dropped downstream by the admiral's order.

April 12.—At 4:30 p. m. the *Brown* (towboat) passed us. At 5 the rebels fired into the *Brown*, *Neosho*, and us. *Neosho* and "us" shelling the woods. At 6:10 continued shelling the woods. At 6:40 came in sight of the fleet of transports, which were shelling the woods. We dropped down and made fast to the bank astern of the steamer *Rob Roy*. *Neosho* then opened fire, shelling the woods. *Gazelle* came up from below with orders for us to report to the admiral. At 7:40 cast off and stood down the river. At 8:30 arrived at the fleet; reported. At 9:45 got underway, stood down river, conveying a number of transports past a battery.

April 13.—Underway in Red River. At 12:30 a. m. ceased firing. At 7:30 a. m. one whistle blown. Fleet moved down river, we bringing up the rear. At 8:15 musket firing ahead. Beat to quarters. At 8:25 fired two 5-second shell from stern guns. At 3:30 p. m. saw gunboats shelling battery.

April 18.—At anchor off Grand Ecore. At 2:30 p. m. the cotton on our spar deck caught fire from sparks from the *Neosho's* smoke-stack and was destroyed, the deck burned in several places. At 4:30 p. m. passed the *Eastport* sunk about 6 miles below Grand Ecore, La.

April 26.—At 2 a. m. commenced taking on board all the equipments and officers' baggage from the *Eastport*. Took officers and crew of the *Eastport*, preparing to blow her up. At 10 a. m. guerrillas fired into the *Cricket*, *Juliet*, and *Champion No. 5*. We fired our stern guns and they retreated. At 12:15 p. m. ceased firing. At 12:40 steamed up to the *Eastport* and made fast to her stern. The admiral, with Captain Phelps, together with her officers and men, went on board. Sent on board 3,055 pounds of powder to blow her up. Lieutenant _____, of the Army, made two attempts to fire the magazine with a galvanic battery, but both failing, we returned, and, under the direction of Admiral D. D. Porter, laid trains of cotton, tar, etc., to the several magazines, and at 1 cast off and dropped down river, Captain Phelps and a boat's crew remaining alongside to fire off the train. At 1:25 Captain Phelps fired the train, shoved off from the *Eastport* when the first explosion took place, followed by others, until she was completely destroyed. At 2 p. m. steamed up to the wreck. The admiral and Captain Phelps in a boat rowed around the *Eastport*. At 3:15 the admiral went down to the flagship; Captain Phelps returned on board. At 3:20 proceeded down river in rear of all the boats. At 5 the fleet attacked by a battery of 12 and 24 pounder guns from the left bank of the river. The *Cricket* ran by the battery and proceeded on down the river. We ran down and engaged the battery at short range, firing from 1 to 3 second shell (shrapnel), receiving a number of shots in our hull, casemates, and

upper works. The steamer *Champion No. 3*, in passing, received a shot in her boilers, was stranded and abandoned. The *Juliet* being disabled by the cutting of her steam pipes, was towed out of range by *Champion No. 5*. We fell back out of range to protect the two; ran alongside the bank about 1 mile above the battery and made fast to the bank; took the *Juliet* in tow and commenced protecting our casemates and pilot house with bales of cotton taken from the *Juliet* and more effectually stopping a hole in our hull at the water line, caused by a 12-pound shot, also mending steam pipes of *Juliet*. Casualties during the engagement, 1 officer and 1 man. Acting Ensign S. Pool, late of the *Eastport*, killed, and Joseph Scott, ordinary seaman, colored, of this vessel, mortally wounded. 6 to 8 p. m.: Firing our stern guns occasionally in direction of the battery.

April 27.—Lying alongside the bank in Red River, La. At 5:30 a. m. commenced throwing shells in the vicinity of the battery. At 7 sent the carpenters and mates on board the *Champion No. 5* to repair her rudders. At 7:30 *Champion* fired into by sharpshooters. At 9 cast off from the bank and proceeded down river, the *Juliet* lashed to us on our port side. At 9:20 the *Juliet* struck a snag and was reported sinking. Rounded to and repaired damages. At 9:30 started down again, the *Champion* bringing up the rear in close order. At 9:40 the enemy's sharpshooters opened on us. Shortly afterwards a battery on shore opened on us and the engagement became general. The steamer *Champion* was abandoned by her crew. When opposite the battery, and alongside the *Champion No. 3*, our wheel and tiller ropes were shot away, 2 24-pounder shots passing through our pilot house. At 10 a. m. the batteries were passed. Shelled woods at intervals. At 1 p. m. came in sight of the *Neosho*, made fast to the bank just ahead of her. Sent all the sick and wounded aboard the *Neosho* and stood down river, the *Neosho* following. At 3:30 p. m. commenced shelling the woods. At 4 ceased firing. At 5:30 came to just ahead of the *Osage*.

April 28.—At 12:50 a. m. fleet got underway, stood down river in following order: *Osage*, *Fort Hindman*, *Neosho*. The *Neosho* shelling the woods at different places. (At anchor 7:45 a. m. in Red River above the upper falls.)

May 8.—At 8 p. m. got over the upper falls all safe and came alongside the bank just above the dam.

May 9.—At 6:15 a. m. the *Lexington* steamed over the lower falls. At 6:45 we rounded to and started over the falls. At 7 passed over the falls, damaging our wheel and a small hole in the hull.

May 14.—At anchor a few miles below Alexandria. At 7:45 a. m. stood downstream, bringing up the rear of the fleet. At 11 we were fired into by rebel sharpshooters; we fired some shots at them.

May 17.—At 3:15 p. m. arrived at Simmesport, the army embarking on the transports.

June 8.—At anchor off Hog Point. At 4 a. m. got underway and steamed up river. At 5:15 a. m. the fleet entered mouth of Red River. At 8:15 p. m. reached Simmesport Landing in the following order: *Challicothé* in lead, followed by *Neosho*, *Fort Hindman* bringing up the rear. The enemy opened fire from a battery of 2 30-pounder Parrott guns, placed behind the levee. We returned the

fire, first from bow guns, afterwards from broadside guns at a distance of 1,000 to 1,500 yards. At 9 p. m. ceased firing, the enemy having abandoned their guns. At 10 p. m. the *Chillicothe* signaled. We crossed over to east shore and opened fire from our stern battery. At 10:30 a. m. crossed over to and abreast of battery; landed under a brisk fire from rebel sharpshooters, and took on board one 30-pounder Parrott gun (siege gun, the second having been burst by the rebels in firing) and 8 30-pounder shell; made fast line to gun carriage and at 11:30 backed out into deep water, cut the gun carriage adrift, and steamed up the bayou, the *Neosho* and *Chillicothe* following. Expended 26 shrapnel, 8-inch; 3 10-second shell; 12 5-second shell; 9 100-pound shell; 3 stand of canister (8-inch); 8 howitzer shell; 2 howitzer shot. At 5:30 p. m. came to anchor off Hog Point, La.

Abstract log of the U. S. S. Lexington, Lieutenant George M. Bache, commanding, March 1 to June 28, 1864.

March 1, 1864.—At 4:10 a. m. the fleet got underway and proceeded up Red River. At 7 entered Black River. At 4 p. m. the enemy opened a brisk fire of musketry from the west bank. The fleet drove them off with a few broadsides. At 5:30 p. m. reached Trinity; were fired on by the enemy with muskets and two fieldpieces. The fleet returned it with a heavy fire from great guns, before which the enemy precipitately retreated, when we shelled the town. At 6:15 ceased firing; entered Ouachita River. At 7 came to anchor about 2 miles above Trinity.

March 2.—At 9:45 a. m., as we were approaching Harrisonburg, the enemy opened on the fleet with artillery and musketry. The fleet replied. During the action, the *Fort Hindman* being temporarily disabled by a shell from the enemy, Lieutenant-Commander Ramsay went on board the *Ouachita*. At 11:45, the enemy having retreated, ceased firing and passed on up the river. At 1:30 p. m. the fleet rounded to and stood down the river. At 2:30 passed the earthworks above Harrisonburg. The *Ouachita* landed and set fire to some buildings. The *Conestoga* and this vessel rounded to. Rebel cavalry appearing on the hills back of the town, shelled them for a quarter of an hour. At 3:30 stood down the river. At 3:45 met the *Fort Hindman* at the bank, repairing damages. The *Ouachita* and *Osage* proceeded down the river, while the balance of the fleet rounded to to wait for the *Fort Hindman*. At 7 anchored a mile above Trinity.

March 3.—At 8 a. m. stood downstream. At 8:30 reached Trinity, shelled the woods below and back of the town for a few minutes. At 8:45 fleet rounded to. The *Fort Hindman* landed. Each boat sent a party on shore to capture three 32-pounder guns reported to be hid there. At 9 the *Cricket* went up Little River, shelled some rebel cavalry, and destroyed a pontoon bridge. The *Fort Hindman* took the guns on board. Shore party burned their carriages and some buildings. The *Conestoga* got aground; all the boats at work trying to get her off. At 8 p. m. the *Conestoga* got afloat.

March 4.—At 6:30 a. m. the fleet weighed and stood downstream. At 7:15 the *Osage* commenced shelling the woods on west bank of the river. At 9 the *Conestoga* and *Osage* firing occasionally a shell

into the woods on the west bank of the river. At 11:50 the *Osage* opened again and shelled the woods. At 6 p. m. fleet proceeded down the river. At 7 anchored about 12 miles from mouth of Black River.

March 5.—At 5:20 a. m. fleet got underway and stood down river. At 11:40 reached the Mississippi. Found the *Black Hawk*, *Little Rebel*, *Bragg*, and *Chillicothe* at anchor.

March 12.—At 8:30 a. m. the fleet commenced moving up Red River in the following order: *Fort Hindman*, *Cricket*, *Lafayette*, *Neosho*, *Ozark*, *Eastport*, *Osage*, *Chillicothe*, *Louisville*, *Choctaw*, *Carondelet*, *Benton*, *Gazelle*, *Pittsburg*, *Mound City*, *Essex*, *General Price*, *Ouachita*, *Black Hawk*, transport, *Lexington*.

March 13.—At 9:10 a. m. the flagship signalled. At 9:30 this vessel and the *Gazelle* stood down the Atchafalaya. At 2 p. m. landed at a plantation, sent party out; it was fired on by a squad of rebels. Opened with our great guns; fired 11 shell.

March 15.—At 1:45 a. m. proceeded up river. At 8:30 a. m. passed Fort De Russy. At 5 p. m. came in sight of Alexandria; several musket shots were fired at us from the town. At 5:35 came to anchor off the town in company with the *Ouachita*, *Cricket*, and *Fort Hindman*. A few more shots were fired, which we returned with rifles. Fired our howitzer once. Sent a boat on shore and took the mayor to the *Ouachita*.

March 16.—At 8:40 a. m. sent an armed party on shore. At 1:30 p. m. transports arrived with troops and landed.

April 4.—At 12:30 a. m. came to anchor. Learned that Captain Couthouy, of the *Chillicothe*, had been shot a few miles above Grand Ecure. At 6 weighed and proceeded up river. At 7 landed at Madame De Roe's plantation and sent armed boats ahead to sound the channel and drag for torpedoes. At 9 arrived at Campiti, landed, and took on board six contrabands. Our cavalry arrived and were fired on by the enemy. At 9:30 infantry arrived and went into the engagement. A few shell were thrown by the fleet. At 6:40 p. m. tied up to the right bank and threw out pickets.

April 11.—At 3 a. m. stood down river, the *Fort Hindman* and *Neosho* following us. At 3:30 landed—the river being obstructed by transports ahead. At 7:15 p. m. steamer *Emerald* aground. A detachment of 40 cavalry from General Banks came up and communicated with us, being surrounded by a superior force of the enemy. Captain Bache caused one of the transports to take them on board.

April 12.—At 9 a. m. collided with the *Rob Roy*, staving wheel-house and launch and damaging chimneys. Lay to, to repair damages. At 2 p. m. stood down the river. At 2:50 were fired on from shore; threw a couple of shell. At 3:15 boats in the rear gave five whistles; sent the *Brown* back to assist them if necessary. At 4:30 p. m. overhauled the transports tied up to the bank—the *Alice Vivian* aground, the *Osage* lying below her. At 5:40 the enemy, 1,500 strong, with 2 fieldpieces, attacked the *Vivian* and transports near her from the right bank. Got underway, stood down for the battery, and drove it off with a few shots, disabling one piece. Encountered a very heavy fire of musketry; took a position so as to rake. The enemy had now commenced firing musketry on the transports. At 6:30 action ended, the enemy having precipitately retreated. The

Gazelle came up, with orders for this vessel to drop down about a mile, to protect the transports. Expended 97 rounds. At 9:15 the balance of the fleet came down. At 11 transports steamed down. Heavy firing heard below.

April 13.—At 6:30 a. m. passed the flagship. The admiral ordered us to follow the transports. From meridian to 4 p. m. Enemy firing on transports with battery, threw a few shell from our Parrott. At 5:50 enemy's cavalry appeared above us; did not come within range.

April 14.—At 7 a. m. came to at the bank opposite Campti. At 10 stood down river. Collided with the *Thomas E. Tutt*, completely destroying our cutter and damaging her a little. At 3:45 p. m. heavy musketry firing up river. At 4:30 afloat. Enemy firing on the transports with musketry. Shelled the woods a few minutes. At 7:30 tied up in our old berth at Grand Ecore.

April 15.—At 4:30 p. m. heard five whistles up river; stood up. At 5 found the *Eastport* sinking; went alongside of her and set our siphon and hand pumps at work to help free her. At 11 stopped work on the *Eastport*, efforts to keep her afloat having failed.

April 19.—At 11 a. m. stood down river. At 3 p. m. reached Montgomery; landed on opposite bank a short distance below and set all hands to wooding ship. At 4:30 steamer *J. H. Lacey* came down and reported having been fired into by a squad of rebels a short distance above Montgomery. We got underway and stood up river, fired one shell into the woods and returned, warning the inhabitants that if they allowed any more firing we would burn the town.

April 20.—At 6:30 p. m. steamer *Hetty Gilmore* arrived from below and came alongside. She reported being fired into a few miles below. Surgeon Derby, medical director Sixteenth Army Corps, wounded, brought on board.

April 23.—At 9 a. m. landed at Cotile's Landing; 9:20 a. m., heard signal for assistance down river; went down. At 9:50 overhauled the *Diadem*; she reported rebels ahead; convoyed her. At 10:50 came to at Mean's Landing. At 12:10 p. m. stood up river. At 3:25 landed at Cotile's.

April 24.—At 11 a. m. the van of General Banks' army arrived.

April 25.—At 12:50 p. m. beat to quarters and commenced shelling the woods. At 1:10 stood up river. At 1:30 ceased firing. At 3:15 landed about a mile below Point of Rocks [Rocky Point] to sound and buoy the channel.

April 26.—At 8:10 a. m. fired two shell from howitzer at squad of rebels. *Osage* came up and landed. At 9:15 inspected men at quarters. Drilled them with small arms. At 10:15 the enemy attacked and drove in the *Osage's* pickets. We threw shells into the woods. At 11:45 they opened on us from the bluffs opposite with a battery of four pieces. As we lay we could not bring our battery to bear, so we dropped down to get a position where we could be effective. As soon as we could, opened from our broadside and stern guns. The enemy soon retired, when we dropped down still farther and rounded to, being unable to do so before because of the intricacy of the channel. We had 18 shots into and through us, one of which hit steam pipe, but not with sufficient force to penetrate it. One man, Henry Orth, captain of the hold, killed, and 2 slightly wounded. Continued shelling the bluffs and woods. At 1:20 p. m. ceased

firing. At 1:45 came to to repair damages. Expended 49 rounds of ammunition.

May 9.—At 6 a. m. passed the upper Falls. At 6:20 passed through the dam at the lower Falls, followed soon after by the *Neosho*, *Fort Hindman*, and *Osage*.

May 15.—At 11 a. m. the column got underway and proceeded very slowly. At 1:30 p. m. passed the wrecks of the steamers sunk by the rebels. At 2 transports ahead fired on by rebels with small arms. Opened on them with our broadside guns. At 3:30 more musketry; opened again with our battery. At 5 we reached Fort De Russy and made fast to the bank. From 6 to 8 p. m. the fleet, except the *Choctaw* and this vessel, stood down the river. At 8:10 anchored abreast of Fort De Russy.

June 11.—At 4 p. m. overhauled the steamer *Emmet*, at anchor off Bruinsburg. Examined her papers. Took from her a rebel deserter. At 5:15 proceeded up the river, the *Emmet* following us.

June 15.—At 10:15 a. m. overhauled the steamers *Mattie* and *R. E. Hill*, at anchor off Beulah. We took possession of them and at 11:45 started them up the river, this boat following. At 2:30 p. m. landed at White River Station—the three prize steamers anchored in the stream.

June 19.—At 8:30 a. m. the prize steamers, in charge of Acting Ensign J. G. Megler and 8 men from this vessel, stood up river. At 9 Lieutenant Bache took temporary command of the *Tyler*. At 12:30 p. m. the *Tyler*, *Naumkeag*, and *Fawn*, with 9 transports, stood up White River.

June 22.—[White River Station.] At 4:30 a. m. the Tenth Missouri rebel regiment, Colonel Lawther, commanding, attacked the small garrison in the stockade at this post. We immediately moved into the stream and opened with our port battery. In about twenty minutes the enemy precipitately retreated, but we shelled the woods and the road by which it was supposed they were leaving for about fifteen minutes longer. Expended 71 rounds shell and shrapnel. At 7:30 p. m. anchored abreast of the stockade. [Acting Ensign H. Booby, commanding pro tem.]

June 23.—At 6:30 p. m. steamer *May Duke* came alongside and took off wounded soldiers. At 7 she stood up river.

June 28.—At 11:30 a. m. rounded to at Rosedale Landing. The *Emma Boyd*, landing to wood, was attacked by guerrillas. We gave them a broadside, and they ran.

Abstract log of the U. S. S. Mound City, Acting Volunteer Lieutenant A. R. Langthorne, commanding, March 12 to May 19, 1864.

March 12, 1864.—Off the mouth of Red River. At 9 a. m. flagship signaled. Got underway and lay off to take our position after the *Pittsburg*. Entered Old River at 10:15 a. m. Arrived in Red River at 11:55. At 12:40 p. m. entered Atchafalaya Bayou, following the *Benton*. At 1:40 p. m. all boats rounded to and made fast to bank. Captain Langthorne, with 25 armed men, went ashore; returned at 2:30 p. m.

March 13.—From 4 to 8 a. m. the army landed and marched up Bayou de Glaise. At 2:40 p. m. heard heavy firing off our starboard quarter. Got underway at 4:30 p. m. and stood up the Bayou (de Glaise), *Pittsburg*, *Chillicothe*, and *Carondelet* preceding, followed by the *Benton* and *Louisville*. Rounded out into Old River. Underway up Red River; entered it at 4 bells.

March 14.—At 6:30 p. m. flagship signaled one whistle. All boats tied up to the bank about 10 miles below Fort De Russy. Tug *Dahlia* came down the river at 9:30 p. m. and reported that the enemy had evacuated Fort De Russy.

March 16.—8 to meridian: Captured Major Lewis, C. S. Army, Assistant Engineer Trans-Mississippi Department.

March 24.—Sent Major Lewis, Confederate prisoner, over to flagship.

March 29.—Off Alexandria, La. At 8:30 a. m., while passing over the rapids, struck, when the vessel rounded to. Came down, tied up to bank just below the falls. At 8:45 tug came with orders from admiral not to attempt the rapids until the wind had subsided. Underway up the river. Struck a shoal at 6:15 p. m. and grounded.

March 30.—Got our line ashore and commenced pulling head around, the *Brown* working on port side. Got afloat at 8:40 a. m. Capstan broke and wounded several men (7).

March 31.—From 8 to meridian Mr. Lamport and 20 men went to the *Ozark* to assist in getting her afloat.

April 1.—At 11:15 a. m. the *Ozark* passed over the falls.

April 2.—At 8:45 a. m. stood up the river, *Brown* and *Hammitt* lashed on either side. Struck several times crossing the shoals, but succeeded in getting over. Got past at 9:15 a. m.

April 5.—Midnight to 4 a. m., aground below Campti. 8 to meridian: Underway up Red River; grounded near Campti; got off without trouble.

April 10.—From 8 to midnight: Troops that were repulsed are encamped ashore. Sent Mr. Green with second cutter on picket duty across the river at 9.

April 14.—Grand Ecore, La. Meridian to 4 p. m.: Dropping down through the pontoon bridge. Checked up and made fast to the bank below it at 1:20 p. m. 4 to 6 p. m.: A large number of cavalry, infantry, and wagons crossing and recrossing the bridge during this watch. Heavy firing heard up the river for some time.

April 16.—4 to 6 p. m.: Underway down Red River. Struck snags several times; finally stuck fast on a shoal. Whistled to the *Brown* for assistance. *B.* came alongside and pulled us off at 5:25 p. m. Landed at the bank while the pilots sounded the channel. *Eastport* sunk ahead of us. *Ozark* and *Lexington* lying by her. 8 to midnight tied up to the bank at Bartlett's plantation, about 10 miles below Grand Ecore.

April 26.—Above Alexandria, La. 6 to 8 p. m., heavy firing heard up the river.

April 27.—4 to 8 a. m. heavy firing heard up the river at 7:55.

April 28.—At 1:25 p. m. sent Mr. Stebbins with cutter to take wounded men from *Neosho* over the falls to Alexandria.

May 4.—Heavy firing heard on right shore about 7:20 p. m. 8 to midnight, artillery firing down the river during the watch.

May 7.—First cutter's crew in charge of Mr. Lamport went to work on dam at 8:10 a. m.

May 9.—Above Alexandria Falls. At 11:30 a. m. received orders to take off guns and side iron. 8 to midnight: All hands at work passing out shot and shell, provisions, and cutting iron plating off the sides to lighten up the ship.

May 12.—At 6:45 p. m. the *Ozark* crossed the rapids. Got up steam and battened ports and hatches. Shortly after 7 cast off from the bank, got headed and stood down for the dam. Passed through in fine style, striking very hard and nearly getting fast aground; rounded to below and made fast. The stake we made fast to broke and we slewed round across the river and struck across the stream. While passing the dam, unshipped starboard rudder, also damaged hog chains. 8 to midnight: Aground across the channel below the Falls. At work trying to get off.

May 13.—8 to meridian: The *Carondelet* and *Fort Hindman* gave us a pull, which, together with the purchase that we had ashore, pulled us off; then we warped down by the coal pile and sent every man ashore after ammunition. A large fire raging near where it was stowed. *Louisville*, *Ozark*, tug, and *Chillicothe* all passed through the dam in safety. The tug grounded on same place we did. Ammunition coming on board. Meridian to 4 p. m.: Alexandria in flames. At 3:30 p. m. got underway and stood down the river.

May 14.—About 12 miles below Alexandria. 4 to 8 a. m.: The *Cricket* passed up at 6 bells and gave signal for getting underway; cast off and moved down the river at 7:10 a. m. At 9:15 firing heavy guns up river. At 10:40 a. m. signal to land. Before we got fast, signal for close order sounded. Cast off line and proceeded down the river. 11:10 landed again; 11:25 got underway again. At 12 landed at Wilson's plantation. The army in our immediate vicinity.

May 14.—12 miles below Alexandria, La. At 12:50 p. m. got underway in obedience to whistle. At 1 p. m. called the port watch to quarters. Transports before and behind fired into by sharpshooters. We commenced shelling the woods with our bow and port battery. At 1:25 grounded and pulled off by transport *Sou'wester*. Underway down the river at 1:50. Flagship *Cricket* landed astern of us at 2:50. At 3:30 underway down river. Army moving along the banks. At 4:55 tied up above obstructions in the river; boats sunk across the river. Army skirmishing with the rebels. 6 to 8 p. m.: Lying at the bank. Picket firing on shore by the army. Posted 2 pickets on bank.

May 15.—Running down the river in company with the *Neosho*, *Carondelet*, *Pittsburg*, *Cricket*, and tug, the balance of fleet following. 8 to midnight: Came to anchor in mouth of Black River.

May 18.—Atchafalaya River, Simmesport, La. Lying at anchor in stream. 8 to midnight: Army crossing the river. All quiet.

May 19.—4 to 8 a. m.: Generals Canby and Banks passed on horseback. Troops and train passing on bridge of boats.

Abstract log of the U. S. S. Rattler, Acting Volunteer Lieutenant James Laning, commanding, June 3 to December 31, 1864.

June 3, 1864.—Mississippi River, near Natchez. At 5:10 a. m. weighed anchor and steamed upstream. At 10:30 a. m., seeing some suspicious movements on the Mississippi shore, shelled the woods. Expended 2 Parrott shells, 5-second; 2 cartridges, 2½ pounds, and 2 5-second shrapnel for howitzers. At 11:30 a. m. hailed the *Forest Rose*, lying at anchor off Waterproof.

June 4.—At 9:40 a. m. weighed anchor and steamed down the stream. When opposite St. Joe saw a skiff with 3 men crossing the river; fired 1 5-second from Parrott gun forward; rounded to and fired 1 5-second shrapnel from starboard battery.

June 6.—At 2 p. m. passed the town of Rodney, Miss. Piped first division to quarters and shelled the woods below Bruinsburg, Miss. Expended 2 30-pound Parrott shell, 1 10-second time fuze, 1 5-second time fuze. At 3:15 came to anchor above St. Joe, La. At 8:10 p. m. weighed anchor and proceeded cautiously down the river with all lights out on board. At 8:50 passed Rodney; shelled the woods a short distance below Rodney, both on the Louisiana and Mississippi shores. Expended 2 Parrott cartridges, 3¼ pounds; 2 Parrott shell, 30 pounds, 5-second; 2 time fuzes, 5-second; 3 24-pounder shrapnel, 5-second.

June 7.—At 7 a. m., seeing some rebels on the bank on Mississippi side, near Bruinsburg, opened fire with our forward Parrott. Fired 1 5-second and 2 10-second shell and 1 5-second from our broadside.

June 8.—At 10:10 a. m. discovered a skiff on shore on Mississippi side; fired 1 5-second Parrott rifle shell from bow Parrott. Sent Master's Mate W. N. Bock on shore with armed cutter's crew and he brought off the skiff. At 11 discovered some men on the bank, Mississippi side, fired 1 10-second and 1 5-second shell from Parrott gun forward; also 1 shell from starboard bow howitzer. At 11:30 anchored near St. Joe.

June 18.—At 8:50 a. m. saw a party of rebels at Grand Gulf who were in pursuit of a contraband they had taken from the steamer *Robert Emmet* at Bruinsburg, Miss. We immediately slipped our cable and opened fire upon them from our broadside guns. Expended 14 24-pound shell; 1 Parrott cartridge, 3¼ pounds; 1 Parrott shell, 5-second; 1 time fuze, 5-second. At 9, having dispersed the rebels, sent an armed boat ashore and brought off the contraband.

June 22.—At 12:30 a. m. the *New National* came alongside. Captain Laning went on board for passage to Cairo.

June 23.—Acting Master D. W. Glenney, in command of the *Rattler*.

June 25.—From 8 to meridian, steaming up river. At 9 went alongside the *Forest Rose*, at anchor off St. Joe. At 11:50 arrived at and went alongside of the *Pittsburg*. At 12:10 p. m. cast loose from the *Pittsburg* and stood up the river. At 2:15 we were hailed from Big Black Island and informed that there were a large number of rebels at Point Pleasant destroying property, etc. We beat to quarters and opened fire in the supposed locality of the enemy, expending 5 Parrott 5-second shell. Steaming up river till 4:30 p. m., when we were hailed from the military post on Louisiana shore at the foot of Hurricane Island, which place was attacked by the

enemy. Shelled the woods in the rear of the stockade with one broadside, expending 3 24-pounder shell, 5-second; 1 Parrott cartridge, 5-second. At 4:30 landed at Point Pleasant. The commanding officer [of Point Pleasant] came on board. At 4:40 he left and we opened fire over our troops. Fired 14 5-second Parrott shell and 12 24-pounder howitzer. At 7:20 Ensign Wells landed in cutter and 2 Confederate soldiers surrendered themselves prisoners, viz, E. M. Boyd and Henry Boyd, both of Company G, McNeill's regiment, Colonel Johnson, commanding. At 7:40 Ensign Wells returned. At 8 ceased firing and returned down the river.

June 27.—At 7 p. m. got up anchor and went up to bar above Rodney; came to anchor again. From 8 to midnight: Having received information that the rebel general, Harrison, with about 50 men, would make an attempt to cross the Mississippi River into Louisiana, the commanding officer and Acting Ensign Wells, with armed cutter, drifted down below Rodney, where they were expected to cross. At 11:45 p. m. saw a rocket, which was the signal to repair down the river; slipped cable and proceeded downstream.

June 28.—At 1 a. m. the cutter came alongside, when the commanding officer returned on board. At 7:25 p. m. expended one 30-pound Parrott shell, 5-second, in the woods on the Mississippi side below Rodney.

June 30.—At 1:30 p. m., discovering some of the enemy in the woods above St. Joe, expended two 24-pounder shell, 5-second, one Parrott shell. At 2 sent cutter ashore and brought on board a deserter from the rebel army, Harrison's command.

July 2.—At 9 a. m. arrived off St. Joe. Saw on the Mississippi bank an ambulance and skiff, and a short distance back a camp fire. Opened fire with our starboard howitzers, using 15 24-pounder shell. Also threw two shell from our port Parrott over the town of St. Joseph, one a 5-second and the other a 10-second. Ensign Wells, with an armed boat's crew, went on shore and destroyed the skiff and ambulance, taking from them one cavalry saber. At 9 p. m. arrived off Waterproof. At 10:50 Acting Master Glenney and Master's Mate Cronin left the ship to join the crew of the [Forest] *Rose* in an expedition to Waterproof to capture Confederate soldiers, etc.

July 3.—At 6 a. m. Commanding Officer and Master's Mate Cronin returned on board.

July 5.—At 4:30 p. m. weighed anchor and stood downstream. At 5 fired 3 5-second shell from bow Parrott by order of commanding officer. At 5:20 anchored off Bayou Pierre. At 6:10 stood downstream. At 7 fired 1 5-second shell from broadside Parrott.

July 6.—At 8:10 p. m. got underway, and stood up the river. At 10 came to anchor a short distance above Bruinsburg. At 11:30 the Marine Brigade boats passed up the river. At the same time, seeing some rockets thrown by the enemy on the Louisiana shore, opened up on them from our bow Parrott, expending 2 5-second Parrott shell.

July 9.—At 1:05 p. m. fired two shell, 1 5-second, 1 10-second, from broadside Parrott. At 2:10 got underway and steamed downstream. When near Rodney turned head upstream, seeing some men on banks signaling. Opened fire from our forward Parrott and No. 3 howitzer. Fired 1 5-second and 4 10-second and 1 15-second from Parrott, and 2 5-second shell from howitzer.

July 11.—At 8:15 a. m. came to anchor abreast of the *Fawn*, she being in distress from fouling with a snag. At the same time, by order of the commanding officer, opened fire, second division firing two stand of canister over the bank. At 8:25 commanding officer went on board the *Fawn*, with working party. At 8:40 he hailed us and ordered us to fire 2 5-second shells from second division and 1 5-second from broadside Parrott; and at 10 a. m. 1 5-second from broadside Parrott. At 8:50 p. m., a violent storm of wind and rain setting in from the northwest, caused the ship to drag anchor. Let go port anchor, but our starboard cable parted about 3 fathoms from the anchor, and the vessel went ashore, where the enemy, supposing us to be a merchant vessel, fired into us with a volley of musketry. We instantly opened fire upon them with our starboard broadside. At 9, the storm abating, hove up port anchor and stood over to the Louisiana shore and anchored.

July 12.—At anchor off Rodney. At 1:15 p. m. weighed anchor and stood up the river. At 1:30, by order of commanding officer, fired 1 5-second Parrott shell from bow battery into the woods in the rear of St. Joseph. At 1:40 rounded to and stood down river, came to anchor at foot of Rodney Island, and by order of commanding officer fired 1 5-second shell from our broadside howitzer No. 5.

July 27.—At 4 p. m. Lieutenant Hoel, commanding *Pittsburg*, came on board with two cutters' crews, accompanied by Ensign Freeman Vincent and Acting Master's Mate John Scott; stood down the river. At 5 arrived at mouth of Bayou Pierre, where an expedition of three boats' crews (two from the *Pittsburg*) left the vessel, in charge of Lieutenant Hoel. We anchored off Bruinsburg. At 7 Lieutenant Hoel and party returned on board. At 7:30 weighed anchor and steamed up the river. At 10 arrived off Grand Gulf. Lieutenant Hoel left the vessel with his party. At 10:35 we stood down the river. At 12 came to anchor off St. Joseph.

July 28.—At 1:30 p. m. hove up anchor, stood up river, opened fire from our bow battery into the woods below Bruinsburg, expending 1 5-second and 1 10-second shell, by order of commanding officer.

July 30.—At 5 p. m., when abreast of bend below Rodney, near 350 yards from shore, fired 2 5-second and 1 3-second howitzer shell, by order of commanding officer, all of which exploded in the bank. When we arrived at Rodney, fired one shell from broadside Parrott, extreme elevation, over the trees into the country.

August 8.—At 3 p. m. cast loose from steamer *Any One*, lying off Bayou Pierre, and dropped down river a short distance and fired 1 5-second and 2 10-second shell, Parrott 30-pounder, bow battery, into the woods in the rear of Bruinsburg. At 5:30 p. m. discovered some scouts looking over a bluff below Rodney, clapped a spring on chain and brought broadside howitzer to bear on them. Fired 1 shrapnel. At 10 stood up river. At 11, when off St. Joe, discovered what we supposed to be a boat with persons crossing the river. Fired 1 5-second shell from broadside howitzer by order of commanding officer.

August 11.—At 9:30 a. m., seeing some people digging at St. Joseph, sent first cutter on shore in charge of executive officer and seized 10 20-pounder Parrott shell in their possession.

August 17.—At 10:30 a. m. got ship underway and stood down the river. At 10:45 communicated with St. Joseph, La., and de-

livered a letter for a citizen residing there. At 11 rounded to and proceeded upstream. At 11:40 came to anchor off Louisiana shore about midway between Bruinsburg and St. Joseph.

August 18.—At 1:30 a. m. three boats (two cutters and a launch) from the *Benton* came down the river and alongside; they contained 80 men and 6 officers, who came on board to form an expedition. At 4:30 a stern-wheel steamer, name unknown, with barges in tow, passed down. At 5:30 the Marine Brigade boat *E. H. Fairchild* passed down. At 6 sent cutter to Louisiana shore and brought off three refugees for protection. At 6:30 got ship underway and stood up river. At 6:45, seeing a boat crossing the river ahead of us, beat to quarters and fired 1 10-second and 2 5-second shell from bow Parrott, then went into the bank and landed a party of men in charge of commanding officer to intercept the boat and its occupants. Stood up the river and landed again off Bruinsburg, when the commanding officer and party returned, having captured the skiff. Commanding officer then started with an expedition, consisting of 80 men and 6 officers, into the interior. Cast loose from the bank and stood down the river. At 8:30, discovering some persons making preparations for crossing the river opposite St. Joe, La., opened fire upon them from our bow Parrott; they immediately disappeared in the woods, our shells taking effect in the bank. Expended 3 5-second Parrott shell. On arriving at the place sent armed cutter's crew, in charge of Acting Ensign Henry E. Church, in search of boats. He returned, not discovering any. Rounded to and anchored off St. Joe. At 9 sent cutter to St. Joseph and brought off 2 officers and 3 men, a part of the expedition. At 2:30 p. m. the expedition under commanding officer returned on board, having captured a lieutenant, J. Anderson, C. S. Army, Fifteenth Arkansas Infantry. At 3 got underway and stood up river. At 5 arrived at Grand Gulf, went alongside the *Benton*; her men returned on board of her.

August 22.—At 2:50 p. m. came to anchor off St. Joe. At 7 commanding officer, with a party of 33 men and 2 officers, went on shore on the Mississippi side of the river and set fire to a house, the rendezvous of the enemy while crossing the river. At 8 p. m. commanding officer and party returned on board.

August 27.—At 2:35 a. m. came to anchor off Bruinsburg, Miss. At 8:30 Master's Mate Bock, in going to the shore in the market boat, discovered 13 boxes of tobacco at the edge of the water. He reported, and having got underway, went to the bank. After firing 2 5-second shell (howitzers Nos. 6 and 5) and 1 5-second Parrott shell, took said tobacco on board, 13 boxes, average 100 pounds. At 9 cast loose from the bank and stood upstream.

August 28.—From 8 to meridian. Lying at anchor off Bruinsburg. When a short distance below Bruinsburg fired 1 5-second shell from our bow Parrott, by order of commanding officer, which took effect in the bank at that place.

August 29.—At 6:40 p. m. commanding officer and Paymaster Peck, with an armed boat's crew, left the ship and went to James's plantation, on the Louisiana shore, to search for arms. At 9 returned on board.

September 4.—Off Hurricane Island. At 8:30 p. m. Acting Third Assistant Engineer J. H. Hume left the vessel with armed cutter's

crew, composed of 20 white men and 2 negroes, and landed abreast of the vessel on the Louisiana shore. Leaving the 2 negroes in the cutter he proceeded up the river to James's plantation. At 9, hearing a half dozen musket shots fired in the vicinity of the cutter, Acting Ensign Wells left the vessel in skiff with 4 armed men to ascertain the difficulty. He had not proceeded far when he came within hail of our cutter filled with men. He hailed her, but received no answer. He at once fired into her, upon which she rounded to and proceeded down the river out of sight. In the meantime we had slipped cable and got underway. Mr. Wells returning on board, we stood down in the direction the cutter had taken. At 9:25 rounded upstream and when within 1 mile of James's plantation heard a volley of musketry; fired two shots in the direction from our broadside howitzers, No. 2 and No. 5 guns. Proceeded upstream till we arrived at James's plantation, where commanding officer had an interview with Mr. James. He returned on board and we proceeded downstream, keeping close to Louisiana shore. When off the place of musketry firing picked up Mr. Hume with 2 men. He reported 18 men missing and the 2 negroes he left in the cutter (which we learned afterwards were killed). Anchored at 11 p. m.

September 5.—At 6:30 a. m. Acting Ensign Wells went to the Louisiana shore and brought off our cutter, minus her rudder and oars. At 8:20 a. m. weighed anchor and stood up river to James's plantation and landed. Mr. James came on board to have an interview with commanding officer. He left the vessel at 9:45. Commanding officer, accompanied by Acting Master's Mate W. N. Bock, Acting Third Assistant Engineer James H. Hume, D. D. Knapp, gunner's mate, left the ship under flag of truce to arrange with commanding officer of the enemy for the parole of our men captured. At 12 meridian a military expedition composed of transports *Laurel Hill*, *Rose Hamilton*, *Nebraska*, *Illinois*, *Ohio Belle*, and *Pringle*, convoyed by U. S. S. *Kenwood*, passed up the river. At 11:30 the bearers of the flag of truce arrived at Louisiana shore abreast of the vessel and hailed the ship. Sent out boat and brought off Acting Master's Mate W. N. Bock, Acting Third Assistant Engineer James H. Hume, and Gunner's Mate D. D. Knapp—commanding officer having gone up to James' plantation with Captain James, C. S. Army, awaiting the arrival of the vessel.

September 6.—At 12 midnight got ship underway and stood up the river. At 12:30 a. m. arrived at James' plantation; went into bank and hoisted flag of truce, and made fast to await the arrival of our men who had been taken prisoners and paroled by the enemy. At 3:30 they arrived and reported on board, viz, John Henderson, James R. Hewlitt, Denis Martin, James Callahan, John Fitzgerald, Thomas White, John Kelly, David Jowbart, H. R. Lawterman, William Roche, Andrew Murray, Henry King, Cornelius O'Leary, James M. Guthrie, G. Zwigler, Timothy O'Leary, Ralph Ross, and James A. Robertson, their escort returning. Lying at James's plantation. At 5:30 a. m. the merchant steamer *Saratoga* came upstream, hailed us, and placed on board dispatches for commanding officer. Ordered her into the bank and placed on board of her five passengers for Vicksburg. She then cast loose and stood up river. At 6:50 commanding officer returned on board. At 7:15

cast loose from the bank, flying flag of truce, and stood down the river; anchored a short distance above our station. At 9:30 Acting Master's Mate Bock, in charge of party under flag of truce, went ashore as burial party. He returned at 11, having found no dead, but picked up two cartridge boxes and one cutlass. At 2:30 p. m. U. S. Navy towboat *Wilson*, with coal barges in tow, came down the river. Commanding officer went on board of her for passage down the river. At 3, Captain James, C. S. Army, in charge of escort, came down the bank under flag of truce and asked for assistance to bury dead; sent out burial party in charge of Acting Third Assistant Engineer James H. Hume. At 3:30 Captain and Lieutenant James came on board and arranged for termination of the truce at sundown. At 4 burial party returned on board, having buried one Confederate soldier. At sunset hauled down flag of truce. From 8 to meridian: Expended 2 5-second shell from our howitzer. At 8:20 merchant steamer *Empress*, with commanding officer on board, came up river, came within hail, then stood on up river. At 12:30 p. m. fired 1 5-second shell from port broadside howitzer No. 5 into the woods on the Louisiana side. At 2:50 the propeller *Buffalo* came up and alongside; Acting Ensign Wells, commanding pro tem., went on board of her and had an interview with her captain. From 8 to midnight: Fired into the woods on the Louisiana shore from port broadside howitzer at intervals during the watch 6 5-second shrapnel and 5 5-second shell. At 11:30 merchant steamer *James White* came down the river and hailed us. She placed on board of us the major in command of United States forces at Davis's Bend, accompanied by Sergeant McDonald and 4 contrabands.

September 8.—At 1:30 a. m. the *General Price* came up the river and alongside. Received from her a mail and dispatches. Placed on board of her the paroled men; she then stood up. Upon opening dispatches from Lieutenant-Commander Selfridge we found orders to return the paroled men. We hailed the *Lyon*. She rounded to and came alongside and the said men were returned on board our vessel till further orders. Firing during the watch into the woods on the Louisiana shore, expending 4 5-second shrapnel and 4 5-second shell, howitzer No. 6.

September 10.—At 5:20 a. m. steamer *Mary E. Forsyth* came down and hailed us. Sent a boat to her and brought off our commanding officer. At 9 a. m. Lieutenant Shoak, of the military forces stationed on the bend, came down and reported the enemy in force in the direction of the Cut-off. Fired one shot from port bow howitzer and hoisted cornet to recall working party. They returned and we got the ship underway and stood down the river. At 10:30 arrived abreast of the blockhouse at Cut-off, communicated with officer in command, and finding that the enemy had retired, we rounded to and stood upstream. At 4 p. m. arrived at James' plantation, when Captain Glenney, accompanied by Mr. Kellogg, went on shore. At 4:10 came to anchor off James's Landing and sent gig to await commanding officer's return. At 5:30 he returned on board. At 6 brought Mr. Kellogg on board. Weighed anchor and proceeded down to the head of Hurricane Island and anchored. At 7 p. m. James R. Hewlitt was placed in double irons for mutinous language.

September 11.—At 6:30 a. m. the army tug *Rumsey* came up the river and alongside. Acting Master N. B. Willets came on board

and assumed command, Acting Master D. W. Glenney being placed under arrest. At 9 the officers were assembled on the quarter deck, when Acting Master N. B. Willets read his orders to them, placing him in command of this vessel. Acting Master D. W. Glenney was placed under arrest and in close confinement by order of Division Commander T. O. Selfridge. At 11 James R. Hewlitt was released from irons by order of the commanding officer. At 10:30 inspected crew at quarters and general muster, when Acting Master N. B. Willets read his orders to the crew, taking command of this vessel.

September 19.—At 9 a. m. weighed anchor and stood up the river. At 9:15 arrived off Ion plantation; landed and sent a party in charge of Acting Master's Mate Cronin to examine the house. He returned on board and reported some of the furniture remaining in the house, and one Frank M. Thomason. He returned under orders to bring said Thomason on board. On returning to the vessel, discovered Mr. James coming in under a flag of truce; arrested him and brought him aboard and placed him under sentry's charge by order of commanding officer. At 10 left the bank and anchored abreast the landing. At 11:30 the *New National* came down and alongside. Sent on board of her Mr. James and Mr. Thomason, to be delivered to Commander Selfridge at Natchez. At 12:45 *New National* stood down the river. At 1:30 p. m. hove up anchor and stood over to James's Landing. Destroyed the buildings on Ion plantation by fire. At 2:30 left landing and stood down the river. Fired 3 5-second shell into the rear of the buildings at some cavalry discovered a mile distant.

September 21.—At 12:30 p. m. arrived at James' Landing. Set Mr. James ashore, then stood down the river. At 2 arrived at the cut-off, rounded to and made fast to shore. Major ——, commanding post, came on board and had an interview with commanding officer.

October 26.—Underway upstream. At 4:30 p. m. fired 6 30-pounder Parrott 5-second shell and 2 howitzer shell at the woods in the locality of a reported rebel battery. At 5:40 anchored off Grand Gulf.

November 4.—At 10 a. m. rounded to off St. Joseph and proceeded upstream. At 1:30 p. m. expended 1 24-pounder shrapnel by order of commanding officer. At 3:30 rounded to at head of Big Black Island and stood down the river. At 6:15 passed Grand Gulf. At 7 rounded to and proceeded up river. At 9:30 arrived in sight of Big Black Island; saw the steamer *Grey Eagle* lying at the bank wooding; rounded to and proceeded slowly down, waiting to convoy her past Grand Gulf. At 10:15 resigned charge of the deck to E. P. Nellis, acting ensign and executive officer. At 11:15 was notified by H. H. Elliott, pilot, the pilot on watch, that Mr. Nellis could not be found; went on deck, and after careful search found that Acting Ensign E. P. Nellis and Acting Master D. W. Glenney had deserted the ship, taking with them a skiff which was towing on the starboard side. Reported immediately to the commanding officer, who called all hands to quarters and examined batteries and small arms, and found all present with the above exceptions and one Colt's revolver, Navy, taken by E. P. Nellis, executive officer, when deserting the ship. Batteries and small arms reported ready for action in six minutes. Lying at anchor below Grand Gulf.

November 5.—At 3 a. m. the skiff in which Acting Master's Mate D. W. Glenney and Acting Ensign Nellis deserted the vessel drifted down the river foul of the *Vindicator's* wheel (starboard). Brought it alongside and made it fast.

November 12.—At 11 a. m. stood up river till off Bruinsburg, and hearing that there were rebels in the vicinity, shelled the woods above Bruinsburg, expending 9 Parrott cartridges (3½ pounds), 9 30-pounder Parrott shell, 7 5-second, and 2 10-second, and 10 24-pounder shell, howitzer. At 12 meridian rounded to, stood downstream, firing from our bow 1 5-second Parrott shell in the rear of the levee on Louisiana side of the river opposite Bruinsburg. Expended 1 30-pounder Parrott shell, 5-second, 1 3½-pound cartridge.

December 23.—At 12:45 p. m. was hailed from Louisiana shore. Sent a boat and brought off a member of Lieutenant Knowles's scouts; he reported himself and 28 others cut off and closely pursued by Harrison's command while on an expedition inland. Hove up anchor, stood over to the Mississippi shore, and landed. While there saw two more of Knowles's party on the Louisiana side. Cast off [from] Mississippi side, steamed across, and landed at Coffee Point, where we received on board Lieutenant Knowles and 15 of his men, with their horses and equipments. At 2 cast loose from the bank and stood slowly downstream, reconnoitering. At 3 a steamer reported in sight coming up; went to quarters. Steamer proved to be the *Mustang*, belonging to the command. Rounded to, went alongside, and placed the lieutenant and his party on board with their equipments. At 3:30 the *Mustang* cast loose and stood down the river, we steaming up. At 4 arrived at Grand Gulf. At 7:15 p. m. were hailed from the Louisiana shore by 3 men of Knowles's scouts. Landed and took them on board. At 8 the *Mustang* came alongside, placed the 3 men taken on board of Knowles's command. The *Mustang* then dropped astern of us and anchored.

December 24.—At 9 a. m. the *Mustang* landed opposite Bruinsburg. We rounded to, covering her landing, she sending out a scouting party. At 10 commenced shelling the woods to dislodge the rebels, who were secreted there, expending 7 Parrott shell, No. 1 gun; 6 Parrott shell, No. 4 gun; 9 24-pounder shell, No. 5 gun, port; 4 24-pounder shell, No. 6 gun, port.

December 26.—At 4:15 p. m. landed at Hard Times. Mr. Wells, executive officer, went on shore and captured J. D. Bow, private in Cameron's command, rebel Army.

December 30.—Lying at anchor at Grand Gulf. At 9 p. m. a heavy gale sprang up from the south and east and shifted suddenly to the northward, accompanied by rain, causing us to drag anchor into the Mississippi side of the river. Struck a snag at the bank, the hull filling with water in ten minutes. (The *Magnet* having cast off, dropped her anchor, also went into the bank below us.) Crew employed in removing stores, arms, and equipments from the vessel to the *Magnet*. At 11:50 she anchored off bar, Louisiana side.

December 31.—From 12 to 4 a. m.: The greater part of the crew employed in removing stores, etc., to the steamer *Magnet*, at anchor off bar on the Louisiana side. Pickets stationed on shore. Dismounted the 2 24-pounder howitzers forward. 4 to 8 a. m.: Employed in dismounting and transporting 4 24-pounder howitzers,

broadside guns, forward. At 8 the *Magnet* came alongside and we placed the 6 24-pounder howitzers on board of her, leaving the 2 30-pounder Parrott rifles on board the sunken vessel, spiking them. Mustered crew on board the *Magnet* and found George Hanes, landsman, missing; supposed to have deserted the vessel when she struck. At the time the vessel commenced dragging we worked ahead with the engines with all the steam we had. In about ten minutes after the storm first struck us we parted our chain and went ashore.

CONFEDERATE REPORTS AND CORRESPONDENCE.

Order of the Secretary of War to General Johnston, C. S. Army, regarding transfer of men from the Army to the Navy.

RICHMOND, VA., March 22, 1864.

GENERAL: To man efficiently and at once the vessels of the Navy it has become necessary to transfer 1,200 men from the Armies. To this end the Secretary of the Navy has detailed officers with instructions to proceed to the headquarters of each Army for the purpose of selecting and designating the men so to be transferred. From the Army of the Tennessee 170 men will be designated, whom you are requested to transfer to the Navy upon the written request of the naval officer sent to your command, and under his direction to send 150 to Savannah, Ga., and 20 to St. Marks, Fla.

You will please forward a list of the men so transferred to this office without delay.

By command of the Secretary of War.

S. COOPER,
Adjutant and Inspector General.

General J. E. JOHNSTON,
Commanding, etc.

[The same, *mutatis mutandis*, to Longstreet, Maury, and Polk. Army of East Tennessee, 80 men to go to Kinston, N. C.; District of the Gulf, 55 men to Columbus, Ga., and Army of Alabama, Mississippi, and East Louisiana, 55 men to Columbus, Ga.]

Letter from Captain Thompson, C. S. Army, to Lieutenant-Commander Prichett, U. S. Navy, regarding exchange of prisoners.

RED FORK BAYOU, May 3, 1864.

SIR: This will be presented to you by First Lieutenant James M. Arnold, of my command, who is authorized to propose to you an exchange of prisoners. I have in my possession one commissioned officer and 10 men, members of the Seventy-seventh Ohio Regiment. One of these, Lieutenant Arnold, is authorized to exchange for William Sain, a private of my command, captured by your forces on the 30th ultimo.

I have been informed that you have threatened to take no prisoners from my command. I hope for the honor of what was once our common country that I have been misinformed. I conceive it to be my

duty, however, under the circumstances, to inform you that my command has been organized regularly under the laws of the Confederate States, and is operating here by direct authority from General E. Kirby Smith, commanding Trans-Mississippi Department; and that I shall not hesitate to proceed to any extremity in retaliation upon the prisoners who are now or who may hereafter fall into my hands for the protection of the men under my command.

I have the honor to be, sir, with due respect, your obedient servant,

REG. H. THOMPSON,

Captain, Commanding Confederate Forces, Desha County.

Captain PRICHETT,

Commanding U. S. Forces, Big Island.

Reports of Colonel Greene, C. S. Army, regarding operations against Federal gunboats and transports in the Mississippi River.

HEADQUARTERS MARMADUKE'S BRIGADE,
YELLOW BEND, ON MISSISSIPPI RIVER,

At Adair's, 10 miles above Gaines Landing, May 26, 1864.

MAJOR: I made my bivouac at sunset yesterday on the bank of the river and placed my guns in position. No boats made their appearance until 10 p. m., when three gunboats passed up. At 10 o'clock I learned that a yawl could be got on Island No. 78, which determined me to shape my plans for boarding. Everything was arranged but it was impossible to get the boat out before 9 o'clock this morning. A transport lay near the other bank, which was my object. It has since changed position, but I have strong hopes that I will find its whereabouts. Having this end in view, I desisted from attacking passing boats to-day. Two large transports, convoyed by the largest ironclad on the river, and another gunboat went down to-day. Both of the transports were heavily loaded and had 40 or 50 troops on board. I am satisfied that the enemy is ignorant of my whereabouts. I made a feint at Gaines Landing and near Columbia, which caused the enemy to assemble two fleets at those places, and then I moved up Clay Bayou and struck the river above, crossing Boggy Bayou. Four gunboats (one the ironclad *Carondelet*) shelled the landing for five hours. They were similarly engaged near Columbia.

I have intelligence of the damage done to the enemy on the 24th. The first gunboat I attacked was so disabled as to require the help of a towboat. She got to Napoleon yesterday, pierced in six places and badly damaged by shell in her cabins. My second attack on the transports riddled them and caused them to be burned. In the fourth attack the marine boat *Diana* was seriously hurt, and some damage done to the mosquito gunboat. In the third attack the large new transport (name forgotten) was so much injured that she filled and careened over and was hauled to the east bank. In the fifth and last fight the gunboat *Romeo, No. 3*, was as roughly handled as the first. She was struck fifteen times. Quite an alarm extended to the upper river, and the enemy has assembled a formidable fleet, among which are the monitors *Carondelet* and *Benton*.

It will be impracticable to cross Cypress without a bridge, nor is it eligible. The lines of retreat about Gaines Landing are not as good as below that point, the Maçon being full and without bridges or boats. There is but one practicable speedy outlet. It is my opinion that the point of rendezvous should be at or near Lake Village, where I am informed corn can be obtained; at least there is more on the Maçon than here, where there is hardly any. From that position I could operate down to Lakeport Landing and up to Gaines Landing safely and rapidly. I would respectfully suggest that a party be sent at once to the vicinity named to ascertain what forage can be obtained.

Pratt's battery has only three rounds of solid shot left to the gun. It is therefore impracticable for me to engage gunboats. Shell without fuze can be used against transports.

* * * * *

Very respectfully, your obedient servant,

COLTON GREENE,

Colonel, Commanding Brigade.

Major H. EWING,
Assistant Adjutant-General.

P. S.—The main fleet passed down the river toward Lakeport Landing yesterday at 11 o'clock * * *.

C. G.

Report of Colonel Greene, C. S. Army, regarding operations against U. S. vessels in the vicinity of Gaines Landing and Columbia Landing, Ark., including the capture of transport Clara Eames.

HEADQUARTERS MARMADUKE'S BRIGADE,

Smith's Plantation, 41-2 Miles Above Sunnyside, May 30, 1864.

MAJOR: In my last I reported that we attacked a transport yesterday afternoon. She was more disabled than I had supposed, and was towed off by a gunboat. This morning at daylight I attacked a transport (*Clara Eames*), cut her escape pipe, penetrated her boilers, putting in 17 shots in all. She surrendered and came to shore. Her cargo was cotton. All the light articles were removed from her—everything of value. I then made arrangements to signal a coming boat with a view of capturing her. This craft proved to be a gunboat, which I engaged, and burned the transport. I send you 13 or 15 prisoners; an officer will report the exact number, etc. I am still engaging a gunboat. Four others have just appeared in sight. I shall amuse them and then move rapidly to Columbia, 3½ miles above. By this movement I will concentrate the enemy's fleet at this point, which is 18 miles by water to Columbia.

I learn from the captain of the boat—a person whom I have long known and who is reliable—that Smith's division is at Vicksburg, where a large fleet of transports was assembled. It was not known when the troops would come up.

I regret again to inform you that the artillery ammunition is nearly exhausted. There are only 12 rifle shell, 6 solid smoothbore, and 30 shell for howitzers. Of course, it is impossible for me to do anything unless I am supplied at once.

Great credit is due to Captain Pratt for the skillful management of his battery.

Very respectfully, etc.,

COLTON GREENE,
Colonel, Commanding Brigade.

Major H. EWING,
Assistant Adjutant-General.

There were 3 killed and 1 wounded on the boat.

Report of Colonel Greene, C. S. Army, regarding the operations of Marmaduke's brigade on the Mississippi River in the vicinity of Gaines Landing, Ark., May 23 to June 2, 1864.

HEADQUARTERS MARMADUKE'S BRIGADE,
In the Field, June 8, 1864.

MAJOR: I beg respectfully to submit the following report of the operations of this brigade on the Mississippi River between the 23d ultimo and 2d inst. On the 23d ultimo I marched from Leatherman's, on Bayou Mason [Maçon], with Greene's regiment, commanded by Captain Crabtree, and Pratt's battery, at sunset, and bivouacked at Campbell's, near Gaines Landing. At daylight of the 24th I put the battery in position immediately on the bank of the river and formed its support under cover of the levee 50 yards in the rear. At sunrise I attacked a gunboat, and after an engagement of thirty-five minutes drove it off badly disabled. It was towed up to Napoleon, seriously damaged. I then moved down the river rapidly and took position at Daniel Sessions' plantation and immediately attacked two transports coming up the river. They were disabled in a short time, turned back, got around a bend, were on fire, and were burned, as I am informed, a few hours afterwards. Lawther's regiment coming down, I detached one section and moved on with four pieces to Columbia. Lawther engaged a transport and gunboat, which, passing down, came upon my battery. The transport was armed with one 18-pounder Parrott. I opened on her, riddled her upper works, and penetrated her hull. She filled, careened over, and made for the other bank out of range, disabled.

I now marched with the full battery and Lawther's and Greene's regiments to Leland's, $1\frac{1}{2}$ miles below. This position was an exposed one. We went into battery and waited the enemy's approach. He came down in line of battle, crescent-shaped, with two marine boats, one gunboat, and a transport. I engaged the fleet, which held its position, maneuvering for near two hours, when it passed on. The gunboat was disabled, the marine boat *Diana* roughly handled, with many killed and wounded, and the transport penetrated in many places.

Once more I limbered up and moved in a gallop back to Columbia; went into battery there, and at once engaged the gunboat *Romeo*. She was quickly disposed of; struck seventeen times; greatly damaged; got out of the way and has not since made its appearance before my batteries.

Before leaving camp on Bayou Maçon I sent Captain Jacobs, Company F, Fourth Regiment, with a detachment of 40 men, down the river to make a reconnoissance, and with orders to board a transport if opportunity offered. On the morning of the day of the operations herein reported he seized a yawl near Ford's landing and successfully boarded and captured the steamer *Lebanon*, upon which he found large quantities of goods, stores, etc. He burned the boat.

After the second engagement at Columbia I bivouacked at Sanders, on the river, and marched at 2 o'clock that night back to Gaines Landing. There I found three gunboats, which I avoided engaging for want of ammunition, but whose fire I drew by sharpshooters while I moved my column by a circuitous road and struck the river 10 miles above. This occupied the day of the 25th, upon which no transports appeared.

On the 26th I attacked a large transport in sight of a gunboat. Struck her several times, but am not informed of the damage done her. On the same day I received an order from you to return to camp, which I reached that night. On the 27th I marched with the brigade to Parker's, on Bayou Maçon.

On the 28th encamped on Old River Lake, near Ditch Bayou. On the 29th I moved with Burbridge's, Jeffers', and Kitchen's regiments to Smith's plantation, 4 miles above Sunnyside, on the Mississippi, and immediately attacked a passing transport, which was struck many times but got safely off.

At daybreak on the 30th I attacked the transport *Clara Eames*, cut her escape pipe, and penetrated her boiler. She made signs of distress, came ashore, and surrendered. She was loaded with cotton. I stripped her of everything valuable and, two marine boats coming in sight, burned her to the water's edge. I brought off 15 prisoners and 7 negroes.

I at once engaged the marine boats and, after a short action, drove them back to their station on the east bank of the river. An hour after I fired into a transport, doing her little damage for want of proper ammunition. An ironclad now came up and shelled my position for some time. I did not reply with my guns, but forced her to long range with sharpshooters. On the same night I returned to camp.

On the 31st a detachment of Cabell's brigade, with Hughey's four-gun battery, commanded by Colonel Monroe, was ordered by you to report to me. During the night of the 31st I posted Lawther's regiment at Smith's plantation, with instructions to fire into the enemy while I moved with Monroe's command, Greene's regiment, and Pratt's battery to Columbia. Monroe supported the batteries. Greene's regiment, commanded by Lieutenant-Colonel Campbell, covered the approach at Luna.

Early on the 1st instant I attacked the gunboat *Exchange*. The action was short. She was badly disabled in her hull and boilers and with difficulty got to the east bank above, out of range, where she lay crippled until towed off. No other boats appeared in the river that day. Lawther successfully amused two gunboats below, which anchored off and shelled him all day. At daylight, June 2, I engaged the marine boat *Adams*, one gunboat, and a transport. They made no fight of consequence; were often struck, but passed on. Soon after the ironclad *Benton* or *Louisville* [the *Monarch*], a formidable

looking craft, hove in sight, lashed broadside to a large transport. I posted sharpshooters on the bank and at once opened fire on the transport. The ironclad fired but two shells, when she was forced to close her ports by reason of the heavy fire of the sharpshooters. She cut loose from the transport, fell back a mile, and shelled us with 64-pounder rifles, doing no damage. The transport was badly hurt. Again the marine boat *Adams*, two gunboats, and one transport appeared. They were engaged, but cautiously kept on the other bank, showing no inclination to fight. They were struck often. I now returned to camp. On the 3d and 4th no boats appeared. The river was blockaded.

In these actions I engaged 21 boats of all descriptions, of which 5 gunboats and marine boats were disabled, 5 transports badly damaged, 1 sunk, 2 burned, and 2 captured. My loss was one subaltern and 5 privates slightly wounded. No guns or horses were hit. Captain Pratt, commanding battery, deserves especial mention for his uniform skill, coolness, and courage. Captain Hughey was particularly successful in the action with the gunboat *Exchange*. The support to the batteries behaved with their accustomed bravery. The gallantry and enterprise of Captain John W. Jacobs, Company F, Fourth Regiment, can not be too highly praised. This officer has on all occasions exhibited marked ability and distinguished courage.

These operations have demonstrated the practicability of blockading or seriously interrupting the navigation of the Mississippi River with field artillery. I venture the opinion that with 18 and 24 pounder rifles no boat could safely pass a battery, except an ironclad. In every instance except one my guns were without protection; were run right up to the edge of the bank. The effect of the enemy's fire is shown in the damage done me. That serious injury has been inflicted upon him is evident from the fact that after the first day's fighting few or no boats passed without conveys—now none, except the fleet under Major-General Smith.

Very respectfully,

COLTON GREENE,
Colonel, Commanding Brigade.

Major H. EWING,
Assistant Adjutant-General.

Letter from Brigadier-General Buford, U. S. Army, to Brigadier-General Shelby, C. S. Army, regarding prisoners, and referring to burning of steamer Mariner.

HEADQUARTERS DISTRICT OF EASTERN ARKANSAS,
Helena, July 8, 1864.

GENERAL: Your letter of the 5th instant is received by the hands of Captain Dorsey, who has released at my picket post Captain Hickey, Paymaster Sims, and Master's Mate Wild, who will proceed to report to Admiral Porter, U. S. Navy, their commander, and who will doubtless observe the terms of their parole or comply with the alterations of its terms. At this time I have in custody several officers and soldiers, all of whom I hold as prisoners of war. Lieutenant Casteel and five other prisoners are treated exactly as the others, with the exception that special precautions are taken every night to

prevent their escape, while I await an answer to my communication to higher authorities concerning them. I shall do no act to increase the accessories of the state of war. I ask no better treatment of any prisoners of ours who fall into your hands than I give to them in custody here. On the night of the 2d of July the steamer *Mariner*, which was high and dry aground on a bar near the mouth of the St. Francis River, was burned by a party of soldiers, and it is reported to me they were commanded by Captain McCoy, and that some of them wore our uniforms, and that they reported the boat was burned by your orders. This boat was private property and had no public stores on board. It had been aground thirty days. If it should be deemed necessary and just to retaliate on private property for this act by the torch, you can readily imagine the desolation that would ensue.

I trust it will never be my fortune to engage in acts that produce no other result than to increase the horrors of war.

I have the honor to be, your obedient servant,

N. B. BUFORD,
Brigadier-General, Commanding.

Brigadier-General Jo. O. SHELBY, C. S. Army.

[Telegram.]

MERIDIAN, *July 19, 1864.*

General Lee directs that you send to General Kirby Smith, by special courier, the following dispatch:

BOLIVAR COUNTY, MISS., *July 12, 1864.*

Large fleet of transports, convoyed by eight gunboats, are coming down White and Arkansas rivers. This is supposed to be General Steele's entire force. Six boats lay at the mouth of White River yesterday. Of their movements, in whatever direction, you will be promptly informed.

J. C. S. BLACKBURN,
Captain Cavalry Company.

P. ELLIS, Jr.,
Assistant Adjutant-General.

Colonel J. S. SCOTT or
Colonel D. GOBER,
Clinton, La.

Letter from Lieutenant-General Taylor, C. S. Army, to General Smith C. S. Army, regarding the impossibility of crossing the Mississippi between Red River and Vicksburg in view of the vigilance of U. S. gunboats.

HARRISONBURG, *August 18, 1864.*

I have the honor to inform you that I have dispatched the War Department to the effect that I consider the crossing of any considerable body of troops impossible. Accurate observations have been made of the enemy's gunboats between Red River and Vicksburg, and from the strictness of the guard maintained no success can be

anticipated. Later in the season, when the Mississippi has attained its lowest stage, troops may be crossed above Vicksburg near Paw Paw Island, where many difficulties to navigation occur. I consider that the bare attempt to cross, almost certain to result in failure, will be very prejudicial to the troops, as many desertions will occur. Meantime not only the troops to be crossed are kept idle, but all the cavalry and artillery assisting the movement. These might certainly be of some service elsewhere in this department. I shall push forward the troops to the vicinity of the river and use every exertion and precaution to insure success, but I hope the receipt of my dispatch will induce the War Department to countermand the order.

Respectfully, your obedient servant,

R. TAYLOR,
Lieutenant-General.

General E. K. SMITH,
Commanding Trans-Mississippi Department.

Letter from B. P. Van Court to Major-General Price, C. S. Army, regarding the strength of secret order in Missouri.

SHREVEPORT, August 26, 1864.

I left St. Louis August 2; was detained by low water several days. Arrived at the mouth of White River day after *Empress* was fired into; detained there until two other boats arrived. Then were conveyed by a monitor and two gunboats 50 miles below Gaines Landing. I then concluded to go to New Orleans and get off on way up. Left New Orleans August 16, at 2 a. m.; was left in middle of Mississippi River on two planks and a paddle, above Lake Providence. I joined secret society in St. Louis. I do not think you can rely on much aid from Illinois, etc., in case you march into Missouri; yet, the order in Missouri will aid you and fully post you up should you go to Missouri. Many of the militia companies are entirely under the control of said order, and I am fully satisfied there has never been or will be a better time to redeem Missouri than the present. The militia are armed, and I am fully satisfied thousands of them will join your army as soon as you come within any reasonable distance of them. There are several thousand that may join you from Illinois and Iowa, yet full dependence can not be placed. It is not known how many members the order has in Missouri. I do not believe they exceeded when I left over 15,000 or 20,000, yet they all have their influence and control the militia as far as possible. I would say it seems to be the opinion of all parties that, with a respectable force (from 15,000 to 20,000 men), you could take or redeem the State. I never knew public opinion to change as fast as it has for the past year in favor of peace. Editor of New Orleans Picayune said he saw a dispatch from Yankees at Mobile Bay to Naval Department, New Orleans, in which they state they attacked Fort Morgan, and that our guns reserved fire until land force got within 300 yards of fort, when we opened fire and killed 3,800, besides the wounded. I believe the above to be true. If not true, then little dependence can be placed in positive assertions. The boat I came on was so watched or guarded that I could fetch nothing off the boat with me. I was

detained two days by sickness since I left the river. Would have come via Camden, but was informed at river you had certainly started for Missouri.

Yours, truly, etc.

B. P. VAN COURT.

[General STERLING PRICE.]

P. S.—If I think of anything new will write on Monday.

Letter from Lieutenant Grant, C. S. Navy, to Assistant Paymaster McKean, C. S. Navy, regarding deserters from C. S. S. Missouri.

C. S. S. MISSOURI, *September 15, 1864.*

SIR: A. Infernous, J. Greenhoff, and John Babbott have this day been declared deserters from this vessel.

Very respectfully,

ALEX. GRANT, JR.,

Lieutenant, in charge Naval Defenses Western Louisiana.

Assistant Paymaster E. McKEAN, C. S. Navy.

Letter from Acting Master Alexander, C. S. Navy, to Assistant Paymaster McKean, C. S. Navy, regarding a negro.

C. S. S. COTTON, *September 21, 1864.*

SIR: The negro boy Phil, belonging to Mr. John Pickett, has been returned home by order of Lieutenant J. H. Carter.

Respectfully, etc.

E. ALEXANDER,

Acting Master, C. S. Navy, in charge C. S. S. Cotton.

Assistant Paymaster E. McKEAN, C. S. Navy.

[Telegram.]

MOBILE, *November 2, 1864.*

Information received states that on 25th October four double-turreted monitors, one ironclad, and Admiral Porter's flagship, also three propellers, rigged with masts, passed town of Commerce, Miss., destination supposed to be Mobile.

D. H. MAURY,

Major-General.

General S. COOPER.

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* Various referred to as U. S. S. Champlon, Champion No. 3, Champion No. 5, New Champion, and Little Champion.

† Designated as New Champion.

‡ Probably Mark R. Cheek.

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* Unidentified.

† Also known as Sampson.

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